



**OFFICE OF THE MAYOR
CITY OF SAINT LOUIS
MISSOURI**

**FRANCIS G. SLAY
MAYOR**

**CITY HALL – ROOM 200
1200 MARKET STREET
SAINT LOUIS, MISSOURI 63103-2877
(314) 622-3201
FAX: (314) 622-4061**

March 22, 2017

Winsome A. Lenfert
Acting Associate Administrator for Airports, ARP-1
Federal Aviation Administration
800 Independence Avenue, SW, Room 600 East
Washington, DC 20591

Subject: APPP Preliminary Application – St. Louis Lambert International Airport

Dear Ms. Lenfert:

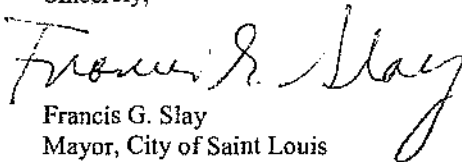
On behalf of the City of Saint Louis, Missouri, I am pleased to submit the enclosed Preliminary Application for the inclusion of the Saint Louis Lambert International Airport in the FAA's Airport Privatization Pilot Program (APPP), in accordance with 49 U.S.C. §47134 and with the FAA's Notice of Final Application Procedures (62 FR 48693, September 16, 1997). We are enclosing four copies (one original and three copies) of the Preliminary Application and supporting documents.

As described in the accompanying Preliminary Application, it is my view that this Public-Private Partnership will further three key guiding principles: it should be good for the Airport, good for the City, and good for the St. Louis Metro Region. For the Airport, the initiative should improve Airport operating revenues through Private Partner innovation, diversification, and improved use of land assets. For the City of St. Louis, I expect this initiative to generate upfront payments, payments over time, or both, that can be used for non-Airport City purposes, including important transportation projects. Finally, for the greater St. Louis metropolitan region, I anticipate that this enterprise will expand regional economic development relationships and align with other regional multi-modal transport projects. Each of these technical/operational objectives are addressed in detail in the attached Preliminary Application.

Please be assured that the City is committed to working with the FAA to ensure the continued operation of the airport to the highest standards while an eventual private sector operator is selected, and well after the eventual transition of the airport.

We look forward to your review of this Preliminary Application and welcome any questions you may have or requests for additional information. Thank you.

Sincerely,


Francis G. Slay
Mayor, City of Saint Louis

cc: Kevin Willis, Director of the Office of Airport Compliance and Management Analysis
Glenn P. Wicks / Michael P. Fleming, The Wicks Group, PLLC





PRELIMINARY APPLICATION

FOR THE FEDERAL AVIATION ADMINISTRATION'S

AIRPORT PRIVATIZATION PILOT PROGRAM

UNDER 49 U.S.C. §47134

ST. LOUIS LAMBERT INTERNATIONAL AIRPORT

MARCH 22, 2017



Preliminary Application of St. Louis Lambert International Airport

Table of Contents

1. SPONSORSHIP INFORMATION	2
2. STATEMENT OF AUTHORITY	3
3. OBJECTIVES OF THE PROPOSED INITIATIVE	5
4. PROCEDURE AND TIMELINE FOR TRANSACTION.....	9
5. AIRPORT PROPERTY DESCRIPTION	12
6. AIRPORT FINANCIAL STATEMENTS.....	15
7. REQUEST FOR QUALIFICATIONS	24
EXHIBIT A – DEPICTION OF AIRPORT PROPERTY TO BE PRIVATIZED.....	A-1
EXHIBIT B – SELECTED SECTIONS OF ST. LOUIS CODE OF ORDINANCES	B-1
EXHIBIT C – REQUEST FOR QUALIFICATIONS.....	C-1

1. Sponsorship Information

A. Airport Proposed to be Leased Under the Pilot Program

The St. Louis Lambert International Airport (the “Airport”).

B. Public Sponsor and Contact Information

Public Sponsor

City of St. Louis
Office of the Mayor
1200 Market Street
City Hall, Room 200
St. Louis, Missouri 63103

Contacts

Michael Garvin
St. Louis City Counselor
1200 Market Street
City Hall, Room 314
St. Louis, Missouri 63103
(314) 622-3361

Outside Aviation Counsel to the City

Glenn P. Wicks & Michael P. Fleming
The Wicks Group, PLLC
733 10th Street, NW
Suite 3002
Washington, D.C. 20001
202-457-7790

C. Proposed Private Operator

Private Operator

To be selected through a public tender process and provided as part of the Final Application.

D. Participating members of the private operator partnership, joint venture, or other consortium

To be selected through a public tender process and provided as part of the Final Application.

E. Citizenship of the private operator and each member of the private operator consortium, and percentage of interest of each such member

To be selected through a public tender process and provided as part of the Final Application.

2. Statement of Authority

The Mayor's Authority. The Mayor is the Chief Executive Office of the City of St. Louis pursuant to Article VII, Section 1 of the Charter of the City of St. Louis (the Charter) and shall exercise all executive power of the City pursuant to such provision of the Charter. Francis Slay has been duly elected Mayor, and continues to serve in this position.

The City Charter. Article I, Section 1(5) of the Charter grants to the City the power “[t]o acquire, provide for, construct, regulate and maintain and do all things relating to all kinds of public buildings, structures, markets, places, works and improvements[.]” The Missouri Supreme Court has held that an airport is a public structure. *Dysart v. City of St. Louis*, 11 S.W. 2d 1045 (Mo. banc 1928).

Article I, Section 8 of the Charter authorizes the City to acquire or dispose of real or personal property. Section 1(33) authorizes the City “[t]o do all things whatsoever expedient for promoting or maintaining the comfort, education, morals, peace, government, health, welfare, trade, commerce or manufactures of the city or its inhabitants.” *Id.* Section 1(35) authorizes the City “[t]o exercise all powers granted or not prohibited to it by law or which it would be competent for this charter to enumerate.”

While the Charter impliedly grants to the City the right to lease or sell the Airport, it does not contain specific provisions regarding airports and thus does not expressly authorize the lease of the Airport under the APPP. Moreover, Section 18 of the Saint Louis City Ordinance would require certain local approvals and potentially place limitations on the lease of the Airport and the use of any proceeds. The power to amend the Ordinance rests with the Board of Aldermen. In effect, this means that the Mayor has the authority to enter into the transaction, subject to final approval of the Board of Aldermen. That approval can be obtained through a direct amendment of the Ordinance or via an amendment to the City's Charter, as discussed in the next section. In either case, the decision is not ripe until such time as the FAA has accepted the City's Preliminary Application and reserved a slot in the APPP, at which time the City can proceed with either of the two options. The Charter Amendment is the City's preferred method as it streamlines all of the issues into one aggregated step with a defined timetable.

Charter Amendment Expressly Authorizing the Transaction. The City's preferred method to obtain the requisite local approval is to amend the City Charter to expressly authorize the lease transaction pursuant to the APPP. The City's authority to enter into the proposed APPP transaction will be subject to and conditioned upon the successful passing of such Charter Amendment. Specifically, the City plans to draft and propose an Amendment to the Charter via a City initiative adding a new section to the Charter that would supersede the code provisions in Section 18. Such proposed Charter Amendment will:

- (1) specifically authorize the City to participate in the APPP;
- (2) specifically authorize the lease of the Airport; and

(3) address how the revenues derived from any such sale or lease will be utilized.

Drafting. The Charter Amendment is in the process of being drafted. The language of the Charter Amendment will address the process for the Mayor to approve and enter into the lease transaction and also comply with the provisions of the APPP. This is expected to be completed within 30 days of filing the Preliminary Application.

Circulating the Charter Amendment for Signatures & Certification. Following the FAA's acceptance of this Preliminary Application, the initiative petitions containing the Charter Amendment will be circulated to obtain signatures of 15% of the registered voters of the City of St. Louis. This will force a special election within 90 days of the Board of Aldermen ("BOA") failing to put the Charter Amendment on the ballot in an earlier election. City Charter, Article V, Section 2. Signature gathering is expected to take no more than 90 days. Note that if the signature percentage falls between 10% and 15% then the election would occur at the next general or special election, which is currently expected to take place on either April 3, 2018 or November 8, 2018 (depending on the outcome of a ballot measure on the April 4, 2017 ballot relating to the schedule of general elections).

After the signatures are collected, the Initiative Petition will be submitted to the Board of Election Commissioners, which has ten days to certify whether the petition is sufficient. See City Charter Article V, Section 3; Article III, Section 5.

Submitting the Charter Amendment for BOA Action. After certification of sufficiency, the Board of Election Commissioners will send a notice of the certification to the Board of Aldermen. The Petition is presented to the BOA for Action at their next meeting. City Charter Article V, Section 4.

After presentation, the BOA has 60 days to act. The Board of Aldermen at this time would have the option to pass the measure, independently approve the initiative by Ordinance, or allow the special election to proceed by inaction within the 60-day period. In the latter case, the BOA would certify its failure to act during the requisite period to the Board of Election Commissioners who will then place the measure on the ballot. The measure will then appear on a special election ballot within 90 days.

Campaign in Support of the Charter Amendment, Election & Effective Date. If passed, the measure would become effective 10 days after the election. See Article V, Section 5. Upon the effective date the Mayor will be authorized to enter into and execute a long-term lease of the Airport, subject to the requirements of the Airport Privatization Program.

The entire Charter Amendment process discussed in this Section is expected to require approximately 300 calendar days, which is reflected in the Indicative Timetable provided in Section 4. During the pendency of the Charter Amendment, the Office of the Mayor plans to enter into the public tender process (RFQ followed by RFP) to select a private sector operator, as set forth elsewhere in this Preliminary Application, pursuant to the Mayor's powers under the existing Charter.

3. Objectives of the Proposed Initiative

The objectives of the City of Saint Louis with this proposed initiative are consistent with the approved Saint Louis Airport Commission long-range strategic objectives targeted for 2015 to 2020. These goals were reviewed by our Strategic Advisory Committee and made possible with support from local business organizations such as Civic Progress, the Regional Business Council, and Collaborative Strategies.

The results from this strategic planning process were to maintain operational excellence across the general goals of strengthening financial sustainability, sustaining and growing passenger air service, creating a lasting, positive impression for our region, and generating economic development. The City reaffirms its support for these strategic objectives, and believes that the proposed Public-Private Partnership using the APPP will both further and enhance these critical objectives.

Over the last century, St. Louis Lambert International Airport has had to re-imagine itself with bold visions with almost every new generation. Our history started as a private airfield under the leadership of Colonel Albert Lambert. Public-Private Partnerships from industry pioneers like the McDonnell family aligned us with the defense and space exploration industries during and after World War II.

Later, the City of Saint Louis had to evolve our enplanement services along with the airline industry restructuring with such companies as Ozark Airlines, Trans-World Airlines, and American Airlines. Our robust runway infrastructure is home to many airlines such as Southwest Airlines and Delta Air Lines. However, we believe our runways can and should be put to greater use and capacity after a \$1.1 billion Runway 11/29 expansion was completed eleven years ago.

The primary result that should come from pursuing this process is to recruit the best management, operations, and marketing talent across the world to help inspire the St. Louis Lambert International Airport to build its financial future for the next generation of passengers, freight, and workforce.

Thus, our three principles are to make the initiative good for the Airport, good for the City, and good for the Metro Region. Our objectives will meet our principles.

OBJECTIVE ONE: Improve Airport Operating Revenues through Private Partner Innovation, Diversification, and Improved Use of Land Assets

First, the Airport would like to grow non-aeronautical revenue as a percentage of total operations revenue. To maximize in-terminal and additional parking revenues, a private operator may provide the property with new capital improvement ideas that would not otherwise be developed today under municipal bond debt. This is more likely to be successful with other private real estate development and local concession partners if private sector innovation is enabled with at-risk retail capital.

Second, the Airport would like to increase cargo revenue as a percentage of total aeronautical revenue. The Saint Louis Airport Commission approved a multi-year phased cargo development project for 49 acres on the north side of the airfield that includes repurposing part of the original McDonnell-Douglas complex. The developer estimates investing more than \$70 million in new

infrastructure, with lease revenue to begin this fiscal year. However, much more international cargo opportunity remains to be secured. A private partner in this process with a broader scale of assets is more likely to suggest improvements and regulatory/logistics systems (cold chain storage, USDA port of embarkation, a dual customs/cargo clearance facility) that would result in larger revenue paths. Within the Midwest, the cargo landed weight histories of Louisville, Memphis, and Indianapolis may provide good experience off which to pivot.

Third, the Airport would like to expand new and diverse opportunities to capitalize on our underutilized land assets. Current Saint Louis Airport Commission plans forecast a modest five-year target of generating only one million dollars from underutilized land assets. This development estimate may prove conservative compared with other private sector models possible from other investor combinations.

There is growing evidence that investment growth with larger airports worldwide is coming with Public-Private Partnerships. A November 2014 U.S. Government Accountability Office (U.S. GAO) report has noted:

“Different airport ownership and financing structures and motivations have driven more extensive overseas privatization efforts, as at least 450 airports around the world have been privatized to some degree.”

In 2016, Airports Council International-Europe released a report on airport privatization in Europe. It found that over 40% of European airports have at least some private shareholders, and that these airports handle three out of every four passengers. Private investments across European airports seem to be focused on larger airports like the Airport since such properties have more suitable operations models.

It has been over twelve years since the City of Saint Louis experiencing the dehubbing from a major airline, and eleven years since our last runway construction. Much of the private sector investment growth worldwide has expanded during the last six years.

OBJECTIVE TWO: Generate Upfront and/or Periodic Payments that can be used for Non-Airport City Purposes

Since 1990, the City of Saint Louis has invested more equity and debt into the infrastructure of the Airport than it can reasonably expect to return without significant revenue improvements. While our fiscal leadership with debt service and cost reductions seem reasonable for our airport size, the long-term financial risks associated with this municipal asset may be better-suited to management by a private operator. Over the last decade, the City of Saint Louis traditionally realizes a revenue transfer benefit returned to city hall at an amount pegged to five percent of gross receipts. Overall enplanements before the 9/11 attacks were once over thirty million annually. Over the last decade, total passenger traffic is now averaging less than fifteen million each year.

Without other means to keep operating revenue expanding, this means that city transfers from unrestricted airport revenues are likely to remain relatively flat at nearly six million dollars per year. Under some form of a Public-Private Partnership presumed over a forty-year lease, the City would expect to see annual payments that are four to ten times larger than the city transfers expected today. If a private operator was selected and an upfront payment structure was chosen, the City would expect to free up more than one billion in capital for non-airport uses.

The City expects that the proposed initiative will directly benefit the City and its residents in the form of increased funds for capital expenditures on essential infrastructure needs, thereby enhancing the municipal government's continued ability to provide essential City services.

OBJECTIVE THREE: Expand Regional Economic Development Relationships

Another economic development goal from the Saint Louis Airport Commission's Strategic Plan (2015-2020) was to align with other multi-modal transport initiatives within the region. An important example of aligning future airport development with multi-modal urban transit needs is the City's success with retaining the National Geospatial-Intelligence Agency.

Last June, the City of Saint Louis was awarded the downtown building of the planned \$1.75 billion National Geospatial-Intelligence Agency's western headquarters. This transformative urban renewal project will be built by the U.S. Army Corps of Engineers and is expected to be completed by 2023. The City of Saint Louis has until October 2017 to deliver the land assemblage site, which now consists of 551 parcels with 110 owners.

The unique ownership of St. Louis Lambert International Airport by the City residents/voters not within Saint Louis County (since 1877) also warrants some attention related to these non-airport objectives. Currently, there is more than a billion dollars of unmet transportation-related needs pending between Saint Louis City and Saint Louis County alone. A March 2017 poll among Saint Louis City voters only indicates that nearly four out of ten City owners of this airport did not use the airfield once in 2016.

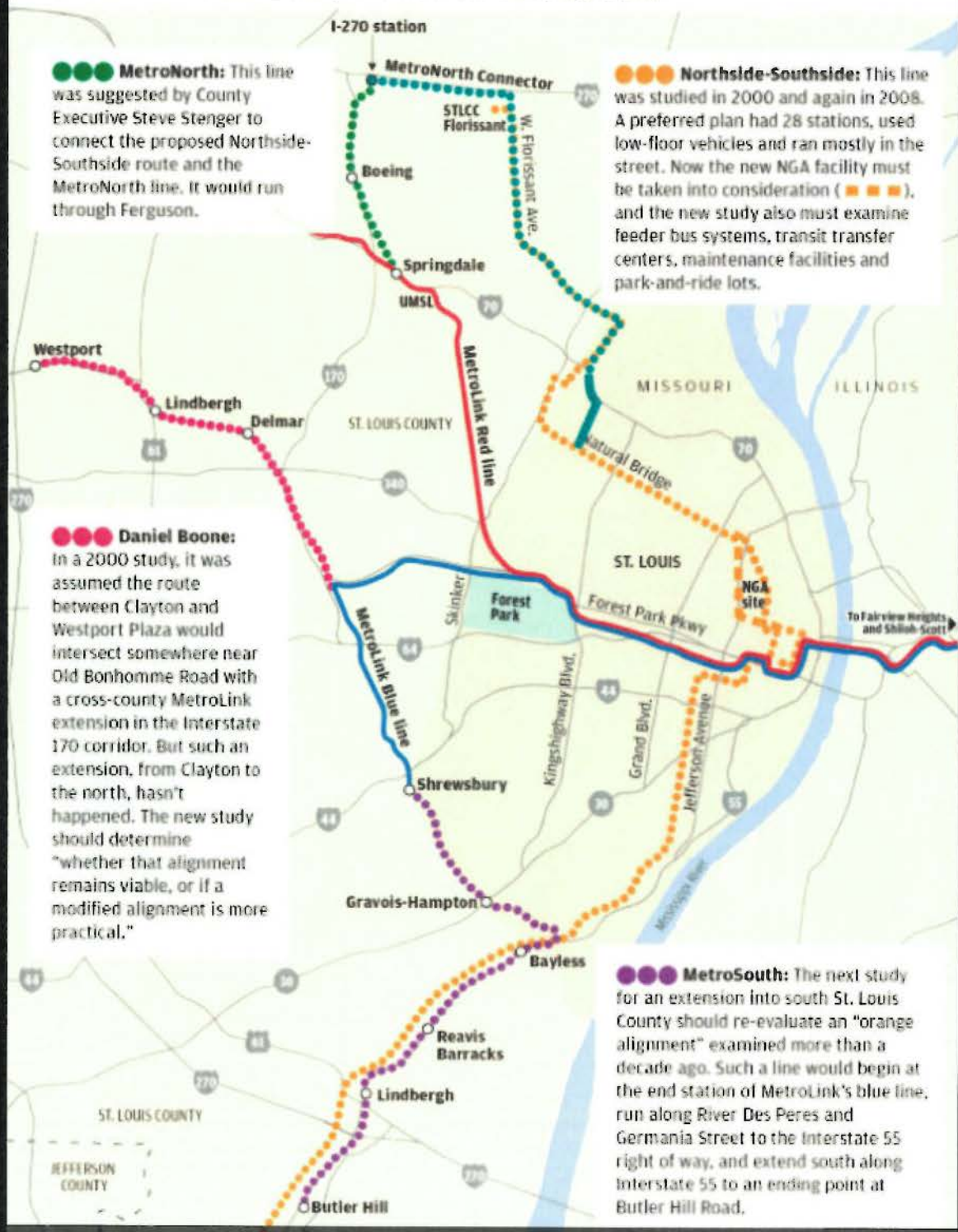
Today, the City of Saint Louis population that owns the Airport is made up of about 319,000 residents. By contrast, there are over one million residents in Saint Louis County, which is adjacent to all airport boundaries. The entire metropolitan region of nearly three million (St. Louis) is less than 300 miles away from Midwest populations of more ten million (Chicago), strongly suggesting this airfield is suitable to become a much larger cargo hub. Most passengers and users of the Airport do not directly have a voting voice on matters that may drive improved results.

Thus, any economic development strategies possible from a Public-Private Partnership would likely be best realized from a comprehensive metropolitan approach going forward. The map of the five proposed MetroLink expansion routes follows on the next page. On November 1, 2016, the head of the Federal Transit Administration (FTA) of the United States Department of Transportation (USDOT) toured several of these neighborhood plans for transit-oriented development which may include incentives, land use, and zoning access plans. The FTA study plans seek to connect urban growth priorities directly to our major public and private sector employers. This work follows a 2014 USDOT Transportation Investment Generating Economic Recovery (TIGER) \$10.3 million grant awarded to the City's Bi-State Development Authority (known as Metro). The project was one of 72 projects that leads to construction of a new light rail transit (LRT) station and other urban transit improvements.

Transferring the Airport's capital program to a private operator could lead the region to more creative approaches to solving regional growth needs.

EXPANSION PLANS

The East-West Gateway Council of Governments will study five possible MetroLink expansions. All but the MetroNorth Connector have been studied before, but prior studies are outdated, the group said.



4. Procedure and Timeline for Transaction

The timeline for the proposed lease of the Airport consists of two related procedures: one according to the FAA application process pursuant to 62 Fed. Reg. 48693 (“Application Procedures”), and one related to the selection of a private operator through a procurement process and subsequent negotiation and finalization of the lease for the airport property. The two processes will run concurrently. The individual procedural elements are identified below, and the timing thereof is as set forth in the Indicative Timetable figure that appears at the end of this Section 4.

A. FAA Application Process under the FAA APPP¹

Completion and Submittal of Preliminary Application

The City submits this Preliminary Application to FAA for acceptance as of March 22, 2017.

FAA Review and Acceptance of Preliminary Application

Consistent with FAA APPP regulations and statute, the City is seeking acceptance of its Preliminary Application within 30 days from the date of filing with the FAA.

Air Carrier Approvals

Once the terms of the agreement have been reached and before a Final Application can be submitted to the FAA, the City and the selected private operator must receive the approval of the airlines at the Airport based on the APPP requirements. The City and the private operator will work cooperatively with the airlines throughout the process to ensure that all approvals are obtained per the APPP requirements.

Completion and Submittal of Final Application to the FAA

Prior to the closing of the lease agreement between the City and its chosen private sector operator, the City and the private operator will submit to the FAA a Final Application containing the information required in the FAA Application Procedures, together with any supplemental information requested by the FAA. The Final Application will be submitted promptly upon the completion of negotiations with the private operator, the approval of the air carriers serving the Airport, and timed to the receipt of City approvals. The City expects that the private operator will work closely with the FAA and Transportation Security Administration (“TSA”) to ensure that the private operator obtains all required regulatory approvals and certifications to operate the Airport.

Receive Final FAA Approval and TSA Waiver

Approval from FAA of the Final Application is dependent upon completion of the review and public comment process required under the APPP regulations, as well as receipt of the TSA waiver.

¹ Under 49 USC §47134.

B. Selection of Private Operator

Two-stage Procurement: RFQ followed by RFP

Promptly following the FAA's acceptance of this Preliminary Application, the City will proceed with its planned two-stage public procurement to select a private sector operator. This will begin with the City's issuance of a Request for Qualifications (RFQ) inviting interested parties to submit their technical qualifications to serve as private sector operator. The City's distribution-ready draft RFQ is included in this Preliminary Application in Section 7.

Respondents that meet the City's minimum technical qualifications standards as set forth in the RFQ will then be short-listed and invited to issue full financial proposals in response to the City's subsequent issuance of a Request for Proposals (RFP).

Contract Negotiation

Following the selection of a winning bidder from the RFP process, the City and such bidder will enter into exclusive negotiations for the lease and operations of the Airport (the Lease Agreement).

Airline Approvals

The City and the chosen private sector operator will engage in additional discussions and negotiations with the airlines serving the airport, including exchanging draft Use Agreement(s) and negotiating the Operating Standards, which will function as exhibits to and key elements of both the Lease Agreement and the Use Agreement(s). Prior to the filing of the Final Application, the City and the chosen private sector operator will have secured the written approval of the requisite proportion of the airport's airlines, for submission to the FAA.

Closing

Upon FAA approval of the Final Application and receipt of all requisite approvals, the parties to the transaction can then close the Lease Agreement, effecting the transfer of the Airport to the private sector operator for the period of the lease.

An indicative timetable is set forth on the following page.

Indicative Timeline - STL

TASKS	MAR-17	APR-17	MAY-17	JUN-17	JUL-17	AUG-17	SEP-17	OCT-17	NOV-17	DEC-17	JAN-18	FEB-18	MAR-18	APR-18	MAY-18
Submit Preliminary Application to FAA	X														
FAA Accepts Preliminary Application		X													
Draft the Charter Amendment															
Circulate the Charter Amendment															
Submit the CA to the BOA															
Campaign in Support of the CA															
Special Election Window															
Charter Agreement Effective															
Initial Consultation with Airlines															
Joint Discussions															
Use Agreement(s)															
Operating Standards															
Written Approval of Airlines															
RFQ Prepared															
Evaluation Committee Appointed															
RFQ Issued															
RFQ Response Period															
City Review of RFQ Responses															
City Creates Shortlist															
City's Financial Advisor Selected															
RFP Prepared															
Prepare Virtual Data Room															
Prepare NDA															
RFP Issued															
RFP Response and Due Diligence Period															
City Review of RFP															
City Selects Bidder															
Enter Negotiation Phase with Selected Bidder															
Agree Final Lease															
Submit Final Application to FAA															
FAA Review of Final Application (indicative)															
FAA Public Meetings															
Final FAA Approval (indicative)															
Lease Signing															
Closing															

City's Team = ■
 City's Team & Selected Operator = ■
 Bidders = ■
 FAA Approval-related Steps = ■

5. Airport Property Description

St. Louis Lambert International Airport is one of the most historic airports in the United States. It is named for Albert Bond Lambert (1875 -1946), a prominent St. Louis aviator and benefactor of aviation. The Airport, once known as Lambert Field, is located in St. Louis County, which is adjacent to the City of St. Louis, approximately 15 miles northwest of the City's central business district, a drive of approximately 20 to 30 minutes on Interstate Highway 70, and approximately ten miles from the center of population of the St. Louis metropolitan area.

The Airport has 4 runways, with 2 parallel runways, 12R/30L and 12L/30R at lengths of 11,019 ft. and 9,003 ft. respectively, runway 11/29 with a length of 9,000 ft., and runway 6/24 with a length of 7,602 ft. The Airport consists of two terminal buildings with 86 total gates at the airport. Terminal 1 contains 1,094,245 usable square feet of building space and is comprised of the Main Terminal and four concourses (Concourses A, B, C, and all but 3 easternmost gates in Concourse D) with 67 aircraft gates in a mixed configuration. Terminal 2 has 331,329 usable square feet of building space with 19 aircraft gates.

The FAA classifies the Airport as a "medium hub" airport, defined as including less than 1% of all domestic enplanements, and it is the busiest airport in this category. The Airport is serviced by 10 scheduled passenger airlines, as well as cargo and charter operations. In 2016, the Airport recorded nearly 7 million passenger enplanements.

The City intends to lease the entirety of the airport property described in Airport Layout Plan on file with the FAA. See Exhibit A for a Depiction of the Airport Property to be Privatized.

History of the Acquisition of the Existing Airport Property

In 1920, Major Lambert and the Missouri Aeronautical Society leased 170 acres of farmland in St. Louis County to serve as an airfield for St. Louis. Major Lambert paid the rent and had the site cleared, graded and drained, and a hangar built at his own expense. He then offered free use of the field to anyone wishing to use it. World War I veterans William and Frank Robertson accepted this offer, and began operation at what became known as St. Louis Flying Field. In 1923, the Missouri National Guard formed the 110th Observation Squadron at the field, commanded by William Robertson. When the lease expired in 1925, Major Lambert bought the airfield property.

St. Louis voters approved a \$2 million bond issue for airport improvements in August, 1928. The City used the proceeds to buy the property from Major Lambert at his cost, and began extensive land acquisition and improvements, including paved runways, taxiways and apron areas, hangars and support facilities. The Curtiss-Robertson Airplane Manufacturing Company was formed with William Robertson as its President to build the Curtiss Robin light airplane at the Airport. Curtiss-Robertson later became the St. Louis Division of the Curtiss-Wright Airplane Company, which produced a wide range of civil and military aircraft at the Airport during the 1930s. The Airport's first passenger terminal was completed in 1933.

In 1939 James S. McDonnell formed the McDonnell Aircraft Company at the Airport. With the outbreak of WWII in Europe, the Curtiss-Wright plant at the Airport underwent a \$10 million expansion for military production. The City of St. Louis appointed a committee headed by famed

pilot Jimmy Doolittle and including Major Lambert, to study needed expansion and improvement of the Airport's facilities. A new 6,000 foot runway was constructed to handle military requirements, and the United States Navy constructed a Naval Air Station at the Airport to train naval aviation cadets, more than 3,000 of whom would graduate by war's end.

Although military activity dominated at the Airport during wartime, in 1942 St. Louis voters passed a new \$4.5 million bond issue for airport expansion to meet anticipated post-war requirements. Major Lambert continued spearheading efforts to gain support for needed improvements until his death in 1946.

The Korean War brought increased activity for McDonnell Aircraft, which built F2H Banshee and F3H Demon jet fighters for the Navy and F-101 Voodooos for the Air Force. McDonnell purchased the factory and land at the Airport from the City of St. Louis, which used the proceeds for further airport improvements, including a new 10,000-foot runway capable of handling the coming generation of military aircraft and jet airliners.

In 1956, Minoru Yamasaki's iconic arched terminal opened, becoming the forerunner of many modern airline terminals. Its modular design provided for later expansion. The Airport became one of the first U.S. airports with jet airline service when Trans World Airlines began operating the groundbreaking Boeing 707 in 1959. As air travel grew rapidly during the 1960s, the Airport added a new parallel runway and expanded the terminal facilities to accommodate the increasing demand.

In November, 1971 the Airport became Lambert-St. Louis International Airport. TWA began wide body service to the Airport with the Boeing 747 and Lockheed 1011 in 1972, and during the 1970s the Airport terminal and runways were further developed to meet the growing needs of airline passengers and aircraft. During this period controversy arose over whether a new airport was needed to replace the Airport. In 1977 the Federal Aviation Administration concluded that the Airport should be expanded and upgraded to meet anticipated future needs.

Terminal expansion continued as the Airport constructed new Concourse D, bringing capacity to 81 gates by 1985. In that year, Southwest Airlines began serving the Airport, and TWA inaugurated non-stop international flights from St. Louis to Paris, London and Frankfurt. TWA acquired Ozark Airlines, which operated coast to coast from the Airport. By 1988, the Airport's annual passenger traffic exceeded 20 million.

In the late 1980s an obvious need arose for further development of the Airport to alleviate delays, especially in bad weather, and to cope with rapidly increasing passenger traffic. A wide range of plans were proposed and considered, and in 1998 the FAA endorsed the W-1W alternative. The resulting Airport Expansion Program included building a new 9,000-foot parallel runway west of the airport, new taxiways and a tunnel for Lindbergh Boulevard under the runway, re-routing a section of Natural Bridge Road, a new airfield fire station, a new school for the Pattonville School District, and a new fire station for the Robertson Fire Protection District.

Also in 1998 the Airport opened a new 220,000 square foot East Terminal (Terminal 2) to serve the growing service provided by Southwest Airlines. McDonnell Douglas merged with the

Boeing Company, which continued to produce F-15s and FA-18s at the Airport for the U.S. Air Force, Navy and Marine Corps, and U.S. allies around the world.

The W-1W Airport Expansion Program took eight years to complete, involving 550 companies at a cost of over \$1 billion. It included the acquisition of 2,000 residential and commercial properties, with airfield construction starting in 2001. New runway 11/29 opened in April, 2006.

In 2007, the Airport undertook the Airport Experience Program project to upgrade and improve Terminal 1. Work was well advanced when the Good Friday Tornado struck the Airport on April 22, 2011, causing extensive damage. The Airport re-opened the next day, and terminal repairs and upgrades were completed in April, 2012.

Attached as Exhibit B are §§ 18.40.020, 18.40.030, and 18.040.050 of the St. Louis Code of Ordinances, detailing the legal ownership, origin, and history of additions to and sales of the airport property.

6. Airport Financial Statements

Provided on the following pages are the financial statements for the St. Louis Lambert International Airport Fund for the previous three years.

LAMBERT -- ST. LOUIS INTERNATIONAL AIRPORT
(An Enterprise Fund of the City of St. Louis, Missouri)
Statements of Revenues, Expenses, and Changes in Fund Net Position
Years ended June 30, 2014 and 2013
(Dollars in thousands)

	<u>2014</u>	<u>2013</u>
Operating revenue:		
Aviation revenue:		
Airfield	\$ 69,187	67,770
Terminal and concourses	21,604	24,234
Hangars and other buildings	1,093	954
Cargo buildings	482	733
Concessions	25,538	23,340
Parking, net	18,885	17,938
Lease revenue	4,740	4,458
Total operating revenue	<u>141,529</u>	<u>139,427</u>
Operating expenses:		
Personnel services	39,226	39,308
Supplies	6,939	5,955
Equipment	351	380
Contractual services	36,380	34,391
Depreciation	50,269	48,890
Interfund services used	3,557	3,106
Other operating	71	97
Total operating expenses	<u>136,793</u>	<u>132,127</u>
Operating income	<u>4,736</u>	<u>7,300</u>
Nonoperating revenue (expenses):		
Intergovernmental revenue	706	751
Investment revenue	1,569	2,137
Interest expense	(38,265)	(40,283)
Passenger facility charges	24,111	25,060
Other, net	287	119
Total nonoperating expenses, net	<u>(11,592)</u>	<u>(12,216)</u>
Loss before capital contributions, transfers, and extraordinary items, net	<u>(6,856)</u>	<u>(4,916)</u>
Capital contributions	16,318	21,615
Transfers to the City of St. Louis, Missouri	(6,328)	(6,607)
Extraordinary item -- Settlement Proceeds	4,872	--
Extraordinary item -- Natural disaster	2,730	4,300
Total capital contributions, transfers, and extraordinary items, net	<u>17,592</u>	<u>19,308</u>
Increase in net position	<u>10,736</u>	<u>14,392</u>
Total net position, beginning of year	1,071,152	1,071,301
Cumulative effect of change in accounting principle	--	(14,541)
Total net position, beginning of year, adjusted	<u>1,071,152</u>	<u>1,056,760</u>
Total net position, end of year	<u>\$ 1,081,888</u>	<u>1,071,152</u>

See accompanying notes to basic financial statements.

LAMBERT – ST. LOUIS INTERNATIONAL AIRPORT
(An Enterprise Fund of the City of St. Louis, Missouri)

Balance Sheets

June 30, 2014 and 2013

(Dollars in thousands)

Assets	2014	2013
Current assets:		
Unrestricted assets:		
Cash and cash equivalents	\$ 66,461	49,555
Accounts receivable, net	7,072	7,376
Supplies and materials	2,579	2,245
Other current assets	767	558
Total unrestricted assets	<u>76,879</u>	<u>59,734</u>
Restricted assets:		
Cash and cash equivalents	48,644	17,867
Investments	9,713	33,051
Insurance recovery receivable	2,800	4,300
Accrued interest receivable	183	88
Passenger facility charges receivable	2,430	3,638
Government grants receivable	1,487	121
Total restricted assets	<u>65,257</u>	<u>59,065</u>
Total current assets	<u>142,136</u>	<u>118,799</u>
Noncurrent assets:		
Unrestricted:		
Investments	29,781	44,256
Restricted:		
Cash and cash equivalents	14,026	36,031
Investments	114,533	108,312
Capital assets, net	1,631,687	1,650,486
Other assets	1,689	1,689
Total noncurrent assets	<u>1,791,716</u>	<u>1,840,774</u>
Deferred outflow of resources	<u>18,370</u>	<u>21,173</u>
Total assets and deferred outflow of resources	<u>\$ 1,952,222</u>	<u>1,980,746</u>

Continued

LAMBERT – ST. LOUIS INTERNATIONAL AIRPORT
(An Enterprise Fund of the City of St. Louis, Missouri)

Balance Sheets

June 30, 2014 and 2013

(Dollars in thousands)

Liabilities and Net Position	2014	2013
Current liabilities:		
Payable from unrestricted assets:		
Accounts payable and accrued expenses	\$ 20,147	14,718
Unearned revenue and other current liabilities	1,579	717
Due to the City of St. Louis, Missouri	6,460	5,364
Total payable from unrestricted assets	28,186	20,799
Payable from restricted assets:		
Current maturities of revenue bonds payable	37,560	30,465
Accrued interest payable	20,152	20,205
Contracts and retainage payable	8,796	19,509
Total payable from restricted assets	66,508	70,179
Total current liabilities	94,694	90,978
Noncurrent liabilities:		
Revenue bonds payable, net	761,351	803,754
Other long-term liabilities	14,289	14,862
Total noncurrent liabilities	775,640	818,616
Total liabilities	870,334	909,594
Net position:		
Invested in capital assets	884,818	868,452
Restricted:		
Bond reserve funds	96,937	95,625
Passenger facility charges	30,919	29,134
Capital restoration	3,340	7,923
Unrestricted	65,874	70,018
Total net position	1,081,888	1,071,152
Total liabilities and net position	\$ 1,952,222	1,980,746

See accompanying notes to basic financial statements.

LAMBERT – ST. LOUIS INTERNATIONAL AIRPORT
(An Enterprise Fund of the City of St. Louis, Missouri)

Statements of Cash Flows

Years ended June 30, 2014 and 2013

(Dollars in thousands)

	2014	2013
Cash flows from operating activities:		
Receipts from customers and users	\$ 141,113	132,882
Payments to suppliers of goods and services	(38,664)	(40,763)
Payments to or on behalf of employees	(39,536)	(39,374)
Payments for interfund services used	(2,563)	(2,708)
Net cash provided by operating activities	60,350	50,037
Cash flows from noncapital financing activity:		
Transfers to other funds of the City of St. Louis, Missouri	(6,328)	(6,607)
Net cash used in noncapital financing activity	(6,328)	(6,607)
Cash flows from capital and related financing activities:		
Cash collections from passenger facility charges	25,319	24,946
Receipt of federal financial assistance	15,659	27,687
Acquisition and construction of capital assets	(42,184)	(64,610)
Insurance recoveries	2,730	3,000
Proceeds from the sale of surplus property	287	2,123
Cash paid for bond refunding	—	(41,819)
Proceeds from issuance of bond	—	34,839
Principal paid on revenue bond maturities	(30,465)	(30,655)
Interest paid on revenue bonds	(40,357)	(41,804)
Net cash used in capital and related financing activities	(69,011)	(86,293)
Cash flows from investing activities:		
Purchases of investments	(321,678)	(285,232)
Proceeds from sales and maturities of investments	357,124	355,149
Investment income	2,491	2,528
Net cash provided by investing activities	37,937	72,445
Net increase in cash and cash equivalents	22,948	29,582
Cash and cash equivalents:		
Beginning of year:		
Unrestricted	49,555	37,737
Restricted	53,898	36,134
	103,453	73,871
End of year:		
Unrestricted	66,461	49,555
Restricted	62,670	53,898
	\$ 129,131	103,453
Reconciliation of operating gain to net cash provided by operating activities:		
Operating income	\$ 4,736	7,300
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	50,269	48,890
Changes in assets and liabilities:		
Accounts receivable, net	(926)	(6,404)
Supplies and materials	(334)	190
Other assets	(209)	193
Accounts payable and accrued expenses	5,429	(290)
Unearned revenue	862	236
Due to/from the City of St. Louis, Missouri	1,096	495
Other long-term liabilities	(573)	(573)
Total adjustments	55,614	42,737
Net cash provided by operating activities	\$ 60,350	50,037
Supplemental disclosures for noncash financing activities:		
Unrealized loss on investments	\$ (1,019)	(340)
Stock received for bankruptcy settlement	4,682	—

See accompanying notes to basic financial statements.

LAMBERT – ST. LOUIS INTERNATIONAL AIRPORT
(An Enterprise Fund of the City of St. Louis, Missouri)

Statement of Revenues, Expenses, and Changes in Fund Net Position

Year ended June 30, 2015

(Dollars in thousands)

Operating revenue:		
Aviation revenue:		
Airfield	\$	64,495
Terminal and concourses		24,965
Hangars and other buildings		1,111
Cargo buildings		357
Concessions		25,662
Parking, net		18,936
Lease revenue		4,722
Total operating revenue		<u>140,248</u>
Operating expenses:		
Personnel services		37,492
Supplies		5,618
Equipment		224
Contractual services		27,626
Depreciation		50,166
Interfund services used		2,489
Other operating		592
Total operating expenses		<u>124,207</u>
Operating income		<u>16,041</u>
Nonoperating revenue (expenses):		
Intergovernmental revenue		1,277
Investment revenue		2,541
Interest expense		(36,026)
Passenger facility charges		24,188
Gain on sale of land		164
Other, net		145
Total nonoperating expenses, net		<u>(7,711)</u>
Income/(Loss) before capital contributions, transfers, and extraordinary items, net		<u>8,330</u>
Capital contributions		23,284
Transfers to the City of St. Louis, Missouri		(6,407)
Extraordinary item – Natural disaster		1,737
Total capital contributions, transfers, and extraordinary items, net		<u>18,614</u>
Increase in net position		<u>26,944</u>
Total net position, beginning of year		1,081,888
Cumulative effect of change in accounting principle		<u>(13,372)</u>
Total net position, beginning of year, adjusted		1,068,516
Total net position, end of year	\$	<u><u>1,095,460</u></u>

See accompanying notes to basic financial statements.

LAMBERT – ST. LOUIS INTERNATIONAL AIRPORT
(An Enterprise Fund of the City of St. Louis, Missouri)

Balance Sheet

June 30, 2015

(Dollars in thousands)

Assets

Current assets:

Unrestricted assets:

Cash and cash equivalents	\$ 36,989
Investments	58,089
Accounts receivable, net	2,321
Supplies and materials	2,402
Other current assets	625
	<hr/>
Total unrestricted assets	100,426

Restricted assets:

Cash and cash equivalents	38,895
Investments	20,349
Insurance recovery receivable	800
Accrued interest receivable	1,304
Passenger facility charges receivable	3,471
Government grants receivable	11,504
	<hr/>
Total restricted assets	76,323

Total current assets	<hr/> 176,749 <hr/>
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Noncurrent assets:

Unrestricted:

Investments	16,538
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Restricted:

Cash and cash equivalents	7,389
Investments	93,872
Capital assets, net	1,617,035
Net pension asset	4,305
Other assets	1,689
	<hr/>

Total noncurrent assets	1,740,828
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Deferred outflow of resources	<hr/> 18,241 <hr/>
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Total assets and deferred outflow of resources	\$ <hr/> 1,935,818 <hr/>
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Continued

LAMBERT – ST. LOUIS INTERNATIONAL AIRPORT
(An Enterprise Fund of the City of St. Louis, Missouri)

Balance Sheet

June 30, 2015

(Dollars in thousands)

Liabilities and Net Position

Current liabilities:

Payable from unrestricted assets:

Accounts payable and accrued expenses	\$ 17,374
Unearned revenue and other current liabilities	2,110
Due to the City of St. Louis, Missouri	4,273
	<hr/>
Total payable from unrestricted assets	23,757

Payable from restricted assets:

Current maturities of revenue bonds payable	39,785
Accrued interest payable	18,837
Contracts and retainage payable	7,392
	<hr/>
Total payable from restricted assets	66,014
	<hr/>
Total current liabilities	89,771

Noncurrent liabilities:

Revenue bonds payable, net	717,885
Other long-term liabilities	29,883
	<hr/>
Total noncurrent liabilities	747,768

Deferred inflows of resources

2,819

Total liabilities and deferred inflows of resources

840,358

Net position:

Invested in capital assets	907,291
Restricted:	
Bond reserve funds	97,428
Passenger facility charges	18,346
Capital restoration	3,522
Unrestricted	68,873
	<hr/>

Total net position 1,095,460

Total liabilities, deferred inflows of resources, and net position \$ 1,935,818

See accompanying notes to basic financial statements.

LAMBERT – ST. LOUIS INTERNATIONAL AIRPORT
(An Enterprise Fund of the City of St. Louis, Missouri)

Statement of Cash Flows

Year ended June 30, 2015

(Dollars in thousands)

Cash flows from operating activities:	
Receipts from customers and users	\$ 144,657
Payments to suppliers of goods and services	(35,979)
Payments to or on behalf of employees	(25,312)
Payments for interfund services used	(4,786)
Net cash provided by operating activities	<u>78,580</u>
Cash flows from noncapital financing activity:	
Transfers to other funds of the City of St. Louis, Missouri	(6,408)
Net cash used in noncapital financing activity	<u>(6,408)</u>
Cash flows from capital and related financing activities:	
Cash collections from passenger facility charges	23,147
Receipt of federal financial assistance	14,544
Acquisition and construction of capital assets	(37,704)
Insurance recoveries	2,000
Proceeds from the sale of surplus property	2,833
Cash paid for bond refunding	(17,890)
Proceeds from issuance of bond	17,310
Principal paid on revenue bond maturities	(37,560)
Interest paid on revenue bonds	(37,937)
Net cash used in capital and related financing activities	<u>(71,257)</u>
Cash flows from investing activities:	
Purchases of investments	(304,141)
Proceeds from sales and maturities of investments	269,198
Investment income	1,543
Net cash used in investing activities	<u>(33,400)</u>
Net decrease in cash and cash equivalents	<u>(32,485)</u>
Cash and cash equivalents:	
Beginning of year:	
Unrestricted	66,461
Restricted	62,670
	<u>129,131</u>
End of year:	
Unrestricted	36,989
Restricted	46,284
	<u>\$ 83,273</u>
Reconciliation of operating gain to net cash provided by operating activities:	
Operating income	\$ 16,041
Adjustments to reconcile operating income to net cash provided by operating activities	
Depreciation	50,166
Changes in assets and liabilities:	
Accounts receivable, net	4,751
Supplies and materials	177
Other assets	142
Net pension liabilities	443
Accounts payable and accrued expenses	(2,773)
Unearned revenue	531
Due to/from the City of St. Louis, Missouri	(2,187)
Other long-term liabilities	11,289
Total adjustments	<u>62,539</u>
Net cash provided by operating activities	<u>\$ 78,580</u>
Supplemental disclosures for noncash financing activities:	
Unrealized (loss) gain on investments	\$ 122

See accompanying notes to basic financial statements

7. Request for Qualifications

Attached as Exhibit C is distribution-ready draft of the Request for Qualifications the City intends to publish to begin the process of selecting the private operator for the lease of the St. Louis Lambert International Airport.

Exhibit A – Depiction of Airport Property to be Privatized



Exhibit B – Selected Sections of St. Louis Code of Ordinances

Title 18 - AIRPORTS AND AVIATION

Chapter 18.04 - ESTABLISHMENT OF AIRPORT

Sections:

18.04.020 - Public airport established—Location.

There is established a public airport and landing field, to be owned by the City, on land located at the confluence of the Mississippi River and Missouri River in the county of St. Louis, state of Missouri, the land being described as follows:

A tract of land situated in St. Louis County, Missouri, at the confluence of the Missouri and Mississippi Rivers, in Township 47 North, Ranges 7 East and 8 East, of the 5th Principal Meridian, more particularly described as follows:

Beginning at the point of intersection of the south line of the property now or formerly owned by Julius O. Trampe, et al., and the east line of Columbia Bottom Road, as heretofore established, thence in a northerly direction along the east line of said Columbia Bottom Road to its intersection with the north line of Strodtman Road, as heretofore established, thence in a westerly direction along the north line of said Strodtman Road to its intersection with the western line of the property now or formerly owned by the Riverview Stone and Material Company; thence north 18 degrees 27 minutes east 639 feet, more or less, along said west line to a point, thence north 48 degrees 31 minutes west 812 feet, more or less, to a point in the west line of a tract of about 30 acres, now or formerly owned by Fred H. and Mildred Mueller; thence north 11 degrees 49 minutes east along the west line of said 30-acre Mueller tract and its prolongation to the middle of the main channel of the Missouri River; thence in a general easterly direction along the middle of the main channel of the Missouri River to its intersection with the middle of the main channel of the Mississippi River; thence in a general southerly direction along the middle of the main channel of the Mississippi River to its intersection with the easterly prolongation of the south line of the tract now or formerly owned by Julius O. Trampe, et al.; thence westwardly along said prolongation and said south line of the Trampe tract to the east line of Columbia Bottom Road, the point of beginning; provided, however, that there shall be and are hereby excluded from the said airport and landing field establishment all easements, rights of way and roadway leases for underground oil pipe lines, and for overhead telephonic and telegraphic equipments, together with rights of ingress thereto and egress therefrom, all owned by Shell Pipe Line Corporation, a corporation, and capable of being owned by its successors and assigns, and covering that part of the above described real property lying southward from the center line of Madison Ferry Road and its prolongation to the middle of the main channel of the Mississippi River, except the three following-described lands:

A tract fronting 2434.28 feet on the center line of Madison Ferry Road, 1909.58 feet thereof extending immediately westward from the dividing line between U.S.

Surveys 329 and 1958, and 524.70 feet thereof extending immediately eastward from the said dividing line; bounded east by a line extending from the said center line south 7 degrees 19 minutes west 893.31 feet, west by a line extending from the said center line south 7 degrees 19 minutes west 895.55 feet, and south by a straight line 2334.29 feet in length, and containing 50 acres. Land bounded west by the center line of Columbia Bottom Road and abutting thereon 1270 feet, 5 inches, north by the center line of Madison Ferry Road and abutting thereon 2019 feet, 8 inches, south by the southern line of U.S. Survey 329 and abutting thereon 1665 feet, 8¼ inches, and east by a straight line 1215 feet, 1 inch in length, and containing 56.103 acres. That part of Lot 3 of St. Vrain's Subdivision, bounded north by Lot 4 of the said subdivision and abutting thereon 1140.17 feet, east by Lot 6 of the said subdivision and abutting thereon 488.40 feet, west by the center line of Columbia Bottom Road and abutting thereon 490.48 feet and south by a line parallel with and distant 20 feet northward from the southern line of the said Lot 3 and abutting thereon 1089.50 feet, and containing 11.83 acres. All other private easements, all other private roads and all public roads within the real property first hereinabove described shall be and are hereby established as part of the said airport and landing field.

(1948 C. Ch. 4 § 6.)

18.04.030 - Additions to airport.

A. 1948 Code Chapter 4 Section 7.

1. The Lambert-St. Louis Municipal Airport¹ is extended and enlarged, and the following lands situated in the county of St. Louis, Missouri, are opened and established for the purposes and as a part hereof:

Beginning at a point in the west line of Bridgeton Road seventy feet (70') south of the center line of Wabash Main Track measured along said west line; thence continuing south along the west line of Bridgeton Road ninety feet (90'); thence west along the southerly property line of the Florissant Valley Cooperative Elevator Association one hundred and thirty-five feet (135'); thence northeasterly parallel with said center line of main track one hundred and sixty-five feet (165'), more or less, to the point of beginning.

2. There is established an addition to the area of the public airport and landing field owned by the city, known as Lambert-St. Louis Field¹ and located at Bridgeton, in the county of St. Louis, state of Missouri, and the following described lots, parcels and tracts of private real property situated in the county and state are established as part of such addition:

In Airport Park, a subdivision, recorded in Plat Book 28, pages 72, 73 of the office of the recorder of deeds for the said county, the following numbered lots in the following numbered blocks, respectively:

In Block One (1), Lots one (1), two (2), three (3), four (4), five (5), six (6), thirteen (13), fourteen (14), twenty-one (21), twenty-two (22), twenty-four (24), twenty-five (25), twenty-six (26), twenty-seven (27), twenty-eight (28), twenty-nine (29), thirty-three (33), and thirty-four (34);

In Block Two (2), Lots one (1), two (2), three (3), four (4), six (6), eight (8), nine (9), ten (10), eleven (11), twelve (12), thirteen (13), fourteen (14), fifteen (15), sixteen (16), seventeen (17), eighteen (18), twenty (20), twenty-one (21), twenty-two (22), twenty-three (23), twenty-five (25), twenty-seven (27), twenty-eight (28), twenty-nine (29), thirty (30), thirty-one (31), thirty-two (32), thirty-three (33), thirty-four (34), thirty-five (35), and thirty-six (36);

In Block Three (3), Lots one (1), two (2), three (3), four (4), five (5), six (6), seven (7), eight (8), nine (9), twelve (12), thirteen (13), fourteen (14), fifteen (15), sixteen (16), seventeen (17), nineteen (19), twenty (20), twenty-one (21), twenty-three (23), twenty-four (24), twenty-six (26), twenty-eight (28), thirty (30), thirty-one (31), thirty-two (32), thirty-three (33), thirty-four (34), thirty-five (35), and thirty-six (36);

In Block Four (4), Lots one (1), two (2), three (3), five (5), six (6), eight (8), nine (9), ten (10), eleven (11), twelve (12), thirteen (13), sixteen (16), seventeen (17), eighteen (18), nineteen (19), twenty (20), twenty-two (22), twenty-four (24), twenty-six (26), twenty-seven (27), twenty-eight (28), thirty (30), thirty-one (31), thirty-three (33), and thirty-four (34);

In Block Five (5), Lots thirteen (13), fourteen (14), fifteen (15), eighteen (18), nineteen (19), twenty (20), twenty-one (21), twenty-two (22), twenty-three (23), twenty-four (24), twenty-five (25), twenty-six (26), twenty-seven (27), twenty-eight (28), thirty (30), thirty-one (31), thirty-four (34) and forty-six (46);

In Block Six (6), Lots one (1), eighteen (18) and thirty-six (36);

In Block Seven (7), Lots one (1), two (2), three (3), six (6), seven (7), thirteen (13), fifteen (15), sixteen (16), eighteen (18), nineteen (19), thirty (30), thirty-one (31), thirty-two (32), and thirty-three (33);

In Block Eight (8), Lots two (2), four (4), five (5), six (6), eight (8), nine (9), ten (10), twelve (12), thirteen (13), fourteen (14), fifteen (15), twenty-three (23), twenty-four (24), thirty-two (32), thirty-three (33), thirty-four (34), thirty-five (35), thirty-six (36), thirty-seven (37), thirty-eight (38) and forty (40);

In Block Nine (9), Lots four (4), five (5), twenty-seven (27), forty-one (41), forty-two (42) and forty-three (43);

In Block Thirteen (13), Lots one (1), two (2), three (3), four (4), six (6), seven (7), eight (8), nine (9), ten (10), eleven (11), twelve (12), thirteen (13), fifteen (15), seventeen (17), eighteen (18), nineteen (19), twenty (20), twenty-one (21), twenty-two (22) and twenty-four (24);

In Block Fourteen (14), Lots one (1), two (2), three (3), four (4), ten (10), twelve (12), thirteen (13), fourteen (14), sixteen (16), seventeen (17), eighteen (18), nineteen (19), twenty (20), twenty-one (21), twenty-two (22), twenty-three (23), twenty-four (24), thirty-three (33), thirty-four (34) and thirty-seven (37);

In Block Fifteen (15), Lots eighteen (18), twenty (20), twenty-three (23), twenty-four (24) and thirty-one (31);

In Block Sixteen (16), Lots nineteen (19), twenty (20), thirty (30), thirty-three (33) and thirty-six (36);

In Block Seventeen (17), Lots one (1), twenty-one (21), twenty-seven (27), twenty-nine (29), thirty-one (31), thirty-two (32) and thirty-five (35);

In Block Eighteen (18), Lots one (1), two (2), three (3), four (4), five (5), six (6) and forty-one (41);

And the following-described and following-named public roads, streets and alleys, and private roads, streets and alleys situated in the said county and state shall be and are hereby established as the remainder of such addition, to-wit: In Airport Park, a subdivision recorded in Plat Book 28, pages 72, 73 of the office of the recorder of deeds for the said county, the following-described and following-named public streets and alleys, to-wit:

Curtiss Drive, a public street, 40 feet wide, from Natural Bridge Road to Lambert Drive; Robertson Drive, a public street, 50 feet wide, from Natural Bridge Road to Lambert Drive; Wright Drive, a public street, 50 feet wide, from Natural Bridge Road to Lambert Drive; Salisbury Drive, a public street, 50 feet wide, from Natural Bridge Road to Lambert Drive; Lambert Drive, a public street, 70 feet wide in part, and in part 50 feet wide, from Natural Bridge Road to Curtiss Drive; Scholle Drive, a public street, 40 feet wide, from Natural Bridge Road to Lambert Drive; Ryan Avenue, a public street, 50 feet wide, from Curtiss Drive to Wright Drive; Mahoney Avenue, a public street, 50 feet wide, from Curtiss Drive to Wright Drive; Orville Avenue, a public street, 50 feet wide, from Curtiss Drive to Wright Drive; Wilbur Avenue, a public street, 50 feet wide, from Curtiss Drive to Lambert Drive; Airport Road, a public street, 60 feet wide, from Curtiss Drive to Natural Bridge Road; the east and west public alley, 20 feet wide, in and through Block 18 of the said subdivision; the east and west public alley, 20 feet wide, in and through Block 9 of said subdivision; the east and west public alley, 20 feet wide, in and through Block 8 of said subdivision; the east and west public alley, 20 feet wide, in and through Block 1 of said subdivision.

3. There is established an addition to the area of the public airport and landing field owned by the city, known as Lambert-St. Louis Field¹ and located at Bridgeton, in the county of St. Louis, state of Missouri, and the following-described parcels and tracts of private real property situated in the county and state are established as part of such addition:

Beginning at a point in the north line of Natural Bridge Road where the same is intersected by the east line of Curtiss Drive, 40 feet wide; thence northwardly along said east line of Curtiss Drive to its intersection with the northwest line of Airport Road, 60 feet wide; thence northeastwardly along the northwest line of said Airport Road to its intersection with the west line of Brown Road, 60 feet wide; thence northwardly along the west line of Brown Road to a point; said point being the intersection of the south line of Airport Road, 60 feet wide, projected westwardly, to the west line of said Brown Road, thence eastwardly along said prolongation and south line of Airport Road, 60 feet wide, to the west line of Brown Road, 60 feet wide; thence southwardly along a straight line coincident with the west line of Brown Road, 60 feet wide, and its prolongation

southwardly to a point in the south line of Scudder Avenue, a private road, 40 feet wide; thence southwardly along a straight line to the northeast corner of property of Jerome Karst and Adele M. Karst, his wife, said Karst property being the eastern portion of Lot 3 of Lewellen Brown Estate, a Subdivision in United States Survey 656; thence westwardly along the north line of said Lot 3 and its prolongation westward to the northeast corner of property now or formerly of Carl A. Pfanstiel; thence southwardly along the east line of said Carl A. Pfanstiel property to the north line of Natural Bridge Road; thence northwestwardly along the north line of Natural Bridge Road to its intersection with the east line of Curtiss Drive, the point of beginning; also:

The triangular-shaped parcel owned by Champ Realty Investment and Financial Company, a corporation, lying west of Airport Road, and more particularly described as follows: Beginning at the point of intersection of the northwest line of Airport Road and the east line of the land of the city of St. Louis; thence northeastwardly along the northwest line of Airport Road, bearing north 52 degrees 44 minutes 36.43 seconds east, a distance of 2452.24 feet to the point of curve of a curve to the right; thence northeastwardly along said curve, the radius of which is 985.27 feet, a distance of 241.29 feet to the point of intersection with the west line of Brown Road, 60 feet wide; thence northwardly along the west line of Brown Road, bearing north 0 degrees 26 minutes 21.43 seconds east, a distance of 34.12 feet to the intersection with the south line of the land of The City of St. Louis; thence westwardly along the south line of the land of The City of St. Louis, bearing north 89 degrees 17 minutes 48.57 seconds west, a distance of 2276.62 feet to an angle point; thence westwardly along the south line of the land of The City of St. Louis, bearing north 89 degrees 30 minutes 33.57 seconds west, a distance of 95.33 feet to the point of intersection with the east line of the land of The City of St. Louis; thence southwardly along the east line of the land of The City of St. Louis, bearing south 7 degrees 13 minutes 58.57 seconds east, a distance of 1682.03 feet to the point of beginning and containing 45.36 acres;

And the following-described and following-named public roads and private roads situated in such county and state shall be and are hereby established as the remainder of such addition, to-wit:

Airport Road extending from the eastern line of Curtiss Drive northeastwardly for a distance of about 5200 feet to the westerly prolongation of the southern line of that part of Airport Road extending east and west; a triangular part of Brown Road bounded on the west by the western line of Brown Road, on the southeast by the northwestern line of that part of Airport Road extending southwest and northeast, and on the north by the westerly prolongation of the southern line of that part of Airport Road extending east and west;

Airport Road extending from the northeastern line of Natural Bridge Road northwardly for a distance of about 500 feet to that part of Airport Road extending southwest and northeast;

Lakeman Road extending from the northeastern line of Natural Bridge Road northwardly for a distance of about 1700 feet;

Scudder Avenue extending from a point distant about 450 feet westwardly from its intersection with Brown Road, westwardly for a distance of about 1500 feet.

For airport name change, see § 18.04.010.

B. Ordinance 45581, 1951.

There is established in the county and state, an addition to the area of the public airport and landing field owned by the city, known as Lambert-St. Louis Municipal Airport¹ and located at Bridgeton, in the county and state, and the following described tract of private real property situated in the county and state is established as such addition:

A tract of land in Lot 28 of the Hazelwood Farm, near the northeast corner of Lambert-St. Louis Municipal Airport, located in Township 47 North, Range 6 East, St. Louis County, State of Missouri, and more particularly described as follows, to-wit:

Starting at the intersection of the north line of the Wabash Railroad Company right-of-way 100 feet wide with the center line of Eva Avenue forty feet wide; thence North 7 degrees 14 minutes, 39 seconds East, 961.29 feet, along the center line of said Eva Avenue to a point; thence South 82 degrees, 32 minutes, 21 seconds East, 124.96 feet to an iron pipe marking the point of beginning; thence South 82 degrees, 32 minutes, 21 seconds East, 869.87 feet to a point in the West line of Lot 29 marked by an old stone; thence south 0 degrees, 21 minutes, 9 seconds West, 789.41 feet along the West line of Lot 29 to a point; thence North 86 degrees, 33 minutes, 46 seconds West, 200.70 feet to the point of curve of a curve to the right having a radius of 716.78 feet and marked by an iron pipe; thence along the arc of said curve 1173.54 feet to the point of tangency in a line bearing North 7 degrees, 13 minutes, 49 seconds East; thence north 7 degrees, 13 minutes, 49 seconds East, 85.12 feet to the iron pipe marking the point of beginning and containing 14.29 acres.

1 For airport name change, see § 18.04.010.

C. Ordinance 46429, 1953.

There is established an addition to the area of the public airport and landing field owned by the city, known as Lambert-St. Louis Municipal Airport¹ and located at Bridgeton, in the county and state. And the following described parcels and tracts of private real property situated in the county and state are established as part of such addition:

A tract of land in U. S. Surveys 1196, 2524 and 1250, Township 46 North, Range 6 East, St. Louis County, Missouri; beginning at a point marking the intersection of the eastern line of Lindbergh Boulevard with the northern line of the property now or formerly of Edw. R. Goddard and Sadie Goddard, his wife, and running thence eastwardly along said northern line to the eastern line of said property; thence southwardly along said eastern line to the northern line of the property now or formerly of William L. Kisling and Erma Kisling, his wife; thence eastwardly along said northern line to the western line of Bridgeton Station Road, 70 feet wide; thence southwardly along said western line of Bridgeton Station Road, 70 feet and 90 feet wide, to the southern line of the property now or formerly of John Witte; thence westwardly along said southern line to the eastern line

of the property now or formerly of Irving H. Bernard, said eastern line being the eastern line of Lot 1 of the subdivision, Airport View; thence southwardly along said eastern line to the southern line of said property; thence westwardly along said southern line to the eastern line of Lindbergh Boulevard, 150 feet wide; thence northwardly along said eastern line to the point of beginning.

A tract of land in the subdivisions of Town of Bridgeton, Cook's Addition to Bridgeton, Aviation View, and U.S. Survey 2524, Township 46 North, Range 6 East, St. Louis County, Missouri, beginning at a point marking the intersection of the northern line of Natural Bridge Road with the eastern line of St. Thomas St., and running thence northwardly along said eastern line to the line marking the northern terminus of St. Thomas St. and which line is also the southern line of the property now or formerly of Robert J. and Dorothy E. Cunningham; thence westwardly along said southern line to a point marking the center line of St. Thomas St., 40 feet wide; thence northwardly along the center line of St. Thomas St. produced northwardly, which said line is also the western line of Aviation View, to the northern line of Aviation View; thence eastwardly along said northern line to the eastern line of Aviation View; thence southwardly along said eastern line, which line produced southwardly is also the eastern line of Cook's Addition to Bridgeton, to the southern line of Lot 3 of said addition; thence westwardly along said southern line to the center line of the right of way for Drainage District No. 2a, 100 feet wide; thence southwardly along said center line to the northern line of Natural Bridge Road; thence westwardly along said northern line to the point of beginning.

A tract of land in Town of Bridgeton, U.S. Surveys 1993, 2524 and 2625, Township 46 North, Range 6 East, St. Louis County, Missouri, beginning at a point marking the intersection of the southern line of Natural Bridge Road with the eastern line of the property now or formerly of Christian L. Behle and Mary Behle, his wife, and running thence southwardly along said eastern line the southern continuation of which line is also the eastern line of the property now or formerly of Geo. F. R. Wittich and Dorothy H. Wittich, his wife, to the southern line of said property; thence westwardly along said southern line to the eastern line of Ashby Road; thence southwestwardly across Ashby Road and continuing along the southeastern line of the property now or formerly of Geo. F. R. Wittich and Dorothy H. Wittich, his wife, to an iron pipe, marking the southwestern corner of said property; thence southwestwardly along a line, through the property now or formerly of Olive M. Gutweiler, to an old iron pipe marking the southeast corner of the property now or formerly of Joseph J. Henschel and Patricia Henschel, his wife; thence southwestwardly along the southeastern line of said property to the northeastern line of Cypress Road; thence northwardly along said northeastern and eastern line to the southern line of the property now or formerly of Robert Lee and Mabel Tunstall; thence westwardly across St. Thomas St. or Cypress Road, and along the southern line of the property now or formerly of W. S. Weldon to the western line of said property; thence northwardly along said western line and the western lines of the properties now or formerly of First Colored Baptist Church of Bridgeton, Wm. H. and Helen Suedmeyer and Chas. W. Paschal and Elsie C. Paschal, his wife, to the southern line of Natural Bridge Road; thence eastwardly along said southern line to the point of beginning.

A tract of land in U.S. Surveys 168 and 2524, Township 46 North, Range 6 East, St. Louis County, Missouri, beginning at a point marking the intersection of the southern line

of Natural Bridge Road with the western line of Edmundson Road, and running thence southwardly along said western line to a line perpendicularly distant 200 feet south of and parallel with the southern line of the property now or formerly of August W. Behle and Bertha E. Behle, his wife; thence westwardly along said parallel line and the southern line of the property now or formerly of Herman, Jr. and Joyce Young, to the eastern line of Crestshire Lane; thence northwardly along said eastern line to the southern line of the property now or formerly of August W. Behle and Bertha E. Behle, his wife; thence westwardly along said southern line and its continuation, to the western line of King Private Road; thence northwardly along said western line to the prolongation westwardly of the southern line of the property of U.S. Department of Commerce; thence eastwardly along said southern line and its western prolongation to the eastern line of said property; thence northwardly along said eastern line to the southern line of Natural Bridge Road; thence eastwardly along said southern line to the point of beginning:

And the following-described and following-named public roads and private road situated in the said County and State shall be and are hereby established as the remainder of such addition, to-wit:

Missouri Bottom Road from the western line of Bridgeton Station Road westwardly to the eastern line of Lindbergh Boulevard; Ashby Road from the southern line of the property now or formerly of Geo. F. R. Wittich and Dorothy H. Wittich, his wife, northwardly to the southern line of Natural Bridge Road; Baptist Church Street from the western line of the property now or formerly of Olive M. Gutweiler, westwardly to a line connecting the western lines of the properties now or formerly of First Colored Baptist Church of Bridgeton and Wm. H. and Helen Suedmeyer; St. Thomas Street from a line connecting the southern lines of the properties now or formerly of W. S. Weldon and Robert Lee and Mabel Tunstall, northwardly to the southern line of Natural Bridge Road; King Private Road from the northern terminus of Crestshire Lane northwardly to the western prolongation of the southern line of the property of U.S. Department of Commerce.

For airport name change, see § 18.04.010.

D. Ordinance 50017, 1960.

There is established in the county and state an addition to the area of the public airport and landing field owned by the city, known as Lambert-St. Louis Municipal Airport¹ and located at Bridgeton, in the county and state. And the following described parcels and tracts of private real property situated in the county and state are established as parts of such addition:

A tract of land partly in United States Survey 101 and partly in United States Survey 656, Township 46 North, Range 6 East, St. Louis County, Missouri, more particularly described as follows: Beginning at the point of intersection of the western line of Country Day Lane, 40 feet wide, with the line dividing said United States Surveys 101 and 656; thence North 23 degrees 03 minutes East 4.46 feet and North 15 degrees 46 minutes East 225.03 feet along the western line of Country Day Lane to a point distant 500 feet north of the eastern prolongation of the center line of Runway 12-30, measured at right angles

to said center line prolongation; thence North 57 degrees 58½ minutes West 1665.11 feet and parallel with the eastern prolongation of said center line to the eastern line of Airport Road, 80 feet wide; thence South 12 degrees 39½ minutes West 755.97 feet along the eastern line of said Airport Road to a point of curve; thence continuing southwardly and southeastwardly 391.75 feet along the eastern and northeastern line of Airport Road—Southeast, along a curve to the left having a radius of 510 feet to a point distant 500 feet south of the eastern prolongation of the center line of said Runway 12-30, measured at right angles to said center line prolongation; thence South 57 degrees 58½ minutes East 1343.13 feet and parallel with the eastern prolongation of said center line to the western line of said Country Day Lane; thence North 37 degrees 31 minutes East 21.79 feet, and North 23 degrees 03 minutes East 767.26 feet along the western line of Country Day Lane to the point of beginning, and containing 36.313 acres, according to survey made by Pitzman's Co. of Surveyors & Engineers dated December 28, 1959; also, a parcel of land in United States Survey 101, Township 46 North, Range 6 East, St. Louis County, Missouri, more particularly described as follows: Beginning at the point of intersection of the eastern line of Country Day Lane, 40 feet wide, with the southern line of United States Survey 101; thence North 15 degrees 46 minutes East 211.31 feet along the eastern line of Country Day Lane to a point distant 500 feet north of the eastern prolongation of the center line of Runway 12-30, measured at right angles to said center line prolongation; thence South 57 degrees 58 ½ minutes East 291.07 feet and parallel with the eastern prolongation of said center line; thence South 32 degrees 01½ minutes West 93.37 feet to the southern line of United States Survey 101; thence North 83 degrees 15 minutes West 256.46 feet along the southern line of United States Survey 101 to the point of beginning and containing 0.926 acres, according to a survey made by Pitzman's Co. of Surveyors & Engineers dated December 28, 1959; also, a parcel of land in United States Survey 656, Township 46 North, Range 6 East, St. Louis County, Missouri, more particularly described as follows: Beginning at the point of intersection of the eastern line of Country Day Lane, 40 feet wide, with the northern line of United States Survey 656; thence South 15 degrees 46 minutes West 4.60 feet and South 23 degrees 03 minutes West 69.35 feet along the eastern line of Country Day Lane to the southwestern corner of property secondly described in deed to James H. Anderson and wife, recorded in Book 1559, page 373, St. Louis County Recorder's Office; thence South 83 degrees 15 minutes East 243.07 feet along the southern line of said Anderson property; thence North 32 degrees 01½ feet to the northern line of said United States Survey 656; thence North 83 degrees 15 minutes West 256.46 feet along the northern line of United States Survey 656 to the point of beginning and containing 0.407 acres, according to survey made by Pitzman's Co. of Surveyors & Engineers dated December 28, 1959; also, a parcel of land in United States Survey 656, Township 46 North, Range 6 East, St. Louis County, Missouri, more particularly described as follows: Beginning at a point in the eastern line of Country Day Lane, 40 feet wide, at the southwestern corner of property secondly described in deed to James H. Anderson and wife, recorded in Book 1559, page 373, St. Louis County Recorder's Office; thence South 23 degrees 03 minutes West 710.00 feet and South 37 degrees 31 minutes West 23.02 feet along the eastern line of said Country Day Lane to a point distant 500 feet south of the eastern prolongation of the center line of Runway 12-30, measured at right angles to said center line prolongation; thence South 57 degrees 58½ minutes East 111.24 feet; thence North 32 degrees 01½ minutes East

828.00 feet to the southern line of said Anderson property; thence North 83 degrees 15 minutes West 243.07 feet along the southern line of said Anderson property to the point of beginning and containing 2.967 acres, according to a survey made by Pitzman's Co. of Surveyors & Engineers dated December 28, 1959.

For airport name change, see § 18.04.010.

E. Ordinance 50743, 1961.

There is established an addition to the area of the public airport and landing field owned by the city, known as Lambert-St. Louis Municipal Airport¹ and located at Bridgeton, in the county and state. And the following described parcels and tracts of private real property situated in the county and state are established as such addition:

Part of Lots 8 and 9 of Cook's Addition to Bridgeton, described as follows: Beginning at the most Northern corner of said Lot 8; thence along the Northeast line of said Lot 8, South 39 degrees 12 minutes East 394.16 feet to the center line of St. Thomas Street; thence along said center line South 46 degrees 36 minutes West 498.35 feet to a point; thence North 43 degrees 6 minutes West 224 feet to a point; thence North 46 degrees 36 minutes East 210 feet to a point; thence North 52 degrees 10 1/2 minutes West 171.14 feet to a point; thence North 46 degrees 36 minutes East 342.49 feet to the point of beginning.

Subject to Right of Way of St. Thomas Street, 48 feet wide, over that part of the above property embraced therein.

The Southwest 50 feet of the above described property is subject to easement for roadway purposes for the joint use and benefit of the above described property and the property adjoining same now or formerly owned by John A. Hughes.

A parcel of land in part of Lot 8 and part of Lot 9 of Cook's Addition to Bridgeton, according to the plat thereof recorded in Plat Book 14 Page 74 of the St. Louis County Records, and described as follows: Beginning at a point in the Northwest Line of Lot 9 of Cook's Addition to Bridgeton, distant South 46 degrees 36 minutes West 525.49 feet from the Northwest corner of Lot 8, said beginning point being also the Northwest corner of a 1.00 acre tract conveyed to Charles E. Beuer and wife, by Deed recorded in Book 568 Page 286 of the St. Louis County Records; thence South 43 degrees 6 minutes East along said Beuer's Northeast line 169.14 feet to a point; thence North 46 degrees 36 minutes East 210.00 feet to a point in a creek; thence Northwest 172 feet more or less, to a point in the Northwest line of Lot 8 of said Cook's Addition, distant North 46 degrees 36 minutes East 183.00 feet from the point of beginning; thence South 46 degrees 36 minutes West, 183.00 feet to the point of beginning.

For airport name change, see § 18.04.010.

F. Ordinance 52721, 1964, amends Ordinance 49939, 1960.

There is established in the county and state an addition to the area of the public airport and landing field owned by the city, known as Lambert-St. Louis Municipal Airport¹ and located at Bridgeton, in the county and state. And the following described parcels and tracts

of private real property situated in the county and state are established as parts of such addition:

Part of Lots 1, 2, 3, 4 and 5 of the First Subdivision of Bridgeton Commons in U.S. Survey 1196 Township 46 North Ranges 5 and 6 East and described as follows: Beginning at the point of intersection of the southwestern line of Missouri Bottom Road with the southern line of Fee Fee Road, thence south 41 degrees 27½ minutes East and along the southwestern line of said Missouri Bottom Road a distance of 152.12 feet to a point, thence continuing along the southwestern line of said Missouri Bottom Road south 38 degrees 26 ¾ minutes East 491.14 feet to a point, thence south 51 degrees 37¾ minutes West and along the southeastern line of property described in deed to Fred C. Thies and wife, recorded in Book 948, Page 141, a distance of 1747.88 feet to a point in the line between Lots 5 and 6 of said First Subdivision of Bridgeton Commons, thence north 38 degrees 17 ¼ minutes West and along the said line between Lots 5 and 6 of said First Subdivision of Bridgeton Commons, a distance of 741.80 feet to a point, thence north 51 degrees 41 ¾ minutes East and along the southeastern line of property described in deed to Frank Klass and wife, recorded in Book 328, page 77, a distance of 1649.69 feet to the southern line of Fee Fee Road, as widened, thence, south 80 degrees 43 ¼ minutes East and along the southern line of said Fee Fee Road, a distance of 131.03 feet to the southwestern line of Missouri Bottom Road, the point of beginning and containing 29.578 acres.

Part of Lots 1 and 2 of the First Subdivision of Bridgeton Commons, in U.S. Survey 1196 Township 46 North Range 6 East, and described as: Beginning at an old axle set at the intersection of the Northwest line of Lindbergh Boulevard, 150 feet wide, with the Southwest line of Missouri Bottom Road, 40 feet wide; thence running North 37 degrees 30 2/3 minutes West along the Southwest line of Missouri Bottom Road, 855.38 feet to an axle; thence South 52 degrees 33 2/3 minutes West 586.72 feet to an iron pipe; thence South 37 degrees 33 minutes East 416.18 feet to an old iron pipe set in the Northwest corner of property conveyed to Cardinal Service Stations, Inc., by deed recorded in Book 3322 Page 145 of the St. Louis County Records; thence North 52 degrees 31 minutes East along the Northwest line of property conveyed to Cardinal Service Stations, Inc., as aforesaid, 188.63 feet to an old iron pipe; thence South 37 degrees 33 minutes East along the Northeast line of said Cardinal Service Stations property, 300 feet to an old iron pipe in the Northwest line of Lindbergh Boulevard and thence North 71 degrees 52 minutes East along said boulevard, 421.48 feet to the point of beginning, containing 8.977 acres, according to survey executed by Joyce Company, on August 27 and 28, 1953.

Part of Lot 2 of the First Subdivision of Bridgeton Commons, in U.S. Survey 1196 Township 46 North, Range 6 East, described as: Beginning at an iron pipe in the Northwest line of Lindbergh Boulevard, 150 feet wide, distant South 71 degrees 52 minutes West 421.48 feet from its intersection with the Southwest line of Missouri Bottom Road, 40 feet wide; thence running South 71 degrees 52 minutes West along the Northwest line of Lindbergh Boulevard, 200 feet to an iron pipe; thence leaving said Highway and running North 37 degrees 33 minutes West, 233.73 feet to an iron pipe; thence North 52 degrees 31 minutes East, 188.63 feet to an iron pipe and thence South 37 degrees 33 minutes East, 300 feet to the point of beginning, according to survey by Clayton Surveying and Engineering Company on May 27 and 28, 1953.

Part of Lots 2 and 3 of the First Subdivision of Bridgeton Commons in U.S. Survey 1196 Township 46 North, Range 6 East and described as: Beginning at a point in the Northwest line of Lindbergh Boulevard, 150 feet wide, distant 621.48 feet (as measured along said Road line) South of its intersection with the Southwest line of Missouri Bottom Road, 40 feet wide; thence North 37 degrees 33 minutes West 656.81 feet to property conveyed to Fred C. Thies and wife by deed recorded in Book 948 page 141 of the St. Louis County Records; thence South 52 degrees 31 minutes West along said property of Fred C. Thies and wife, a distance of 188.62 feet to a point; thence South 37 degrees 33 minutes East, a distance of 590.72 feet to Lindbergh Boulevard; thence North along Lindbergh Boulevard, a distance of 200 feet to the point of beginning and containing approximately 2.70 acres, according to survey by Clayton Surveying and Engineering Company on August 20, 22 and 26, 1952.

Part of Lot 3 of the First Subdivision of Bridgeton Commons in U.S. Survey 1196, Township 46 North, Range 6 East and more particularly described as: Beginning at an iron pipe in the Northern line of Missouri State Highway No. 77 (Lindbergh Boulevard), 150 feet wide, said point being 821.48 feet measured along said road line, Southwest of the intersection of the center line of Missouri Bottom Road with the northern line of Highway No. 77, thence leaving said road line and running North 37 degrees 33 minutes West, 590.72 feet to an iron pipe; thence South 52 degrees 31 minutes West 130.09 feet to an iron pipe; thence South 37 degrees 33 minutes East 554.64 feet to an iron pipe in the Northern line of said Highway No. 77 and thence Northeastwardly along said road line along the arc of a curve to the right having a radius of 1985.10 feet a distance of 135 feet to the point of beginning.

Part of Lot 3 of the First Subdivision of Bridgeton Commons, in U.S. Survey 1196 Township 46 North, Range 6 East, and described as: Beginning at a point in the most Northern line of Missouri State Highway No. 77 or Lindbergh Boulevard, said point being 977.71 feet Southwest of the intersection of the center line of Missouri Bottom Road with the most Northern line of said Highway No. 77; thence North 37 degrees 33 minutes West 554.64 feet more or less to a point in the Southeast line of property conveyed to Fred C. Thies and wife by deed recorded in Book 948 page 141 of said records; thence along Thies's Southeast line South 52 degrees 31 minutes West, 130.09 feet to a point; thence South 37 degrees 33 minutes east 518.57 feet to a point in the North line of State Highway No. 77; thence along said Highway line, being a curve to the right, having a radius of 1985.10 feet, a distance of 135 feet to the point of beginning.

For airport name change, see § 18.04.010.

G. Ordinance 52781, 1964.

There is established the following described land situated in St. Louis County, Missouri as an addition to the public airport owned by the city, known as Lambert-St. Louis Municipal Airport¹ and located at Bridgeton, in the county and state:

Certain parcel of land in U.S. Survey 168, Township 46 North Range 6 East, more particularly described as follows: Beginning at the north east corner of Lot 3 of the Second Resubdivision of Crestshire, according to the plat thereof recorded in Plat Book 47, Page 57 of the St. Louis County Records; thence South 74°13'13" east, two hundred

six and fifteen hundredths (206.15) feet to a point; thence South 82°45'20" east; two hundred ninety-nine and eighty-six hundredths (299.86) feet to a point; thence South 4°39'20" east, two hundred sixty-one and forty-one hundredths (261.41) feet to a point; thence North 72°55'40" west, five hundred sixty-eight and thirty hundredths (568.30) feet to a point on the eastern line of said Second Resubdivision of Crestshire; thence North 7°59' east, one hundred eighty-nine and twenty hundredths (189.20) feet along said eastern line to the point of beginning.

For airport name change, see § 18.04.010.

H. Ordinance 54245, Ordinance 52890, 1964, amends Ordinance 51684, 1963.

There is established in the county and state an addition to the area of the public airport and landing field owned by the city, known as Lambert-St. Louis Municipal Airport¹ and located at Bridgeton, in the county and state. And the following described parcels and tracts of private real property situated in the county and state are established as parts of such addition:

Certain parcels of land lying in the Lucas Subdivision of the California Farm and the Brown Partition of U.S. Surveys 101 and 656 in Township 46 North Range 6 East, St. Louis County, Missouri, more particularly described as follows:

First, beginning at the point of intersection of the western line of Country Day Lane, Forty (40) feet wide, with the dividing line of U.S. Surveys 101 and 656, thence north 23°03' east, four and forty-six hundredths (4.46) feet to a point; thence north 15°46' east along said western line of Country Day Lane a distance of seven hundred sixty-one and thirty-three hundredths (761.33) feet to a point; thence continuing along said western line of Country Day Lane north 7°05' east a distance of two hundred thirty and twelve hundredths (230.12) feet to a point; thence north 79°15' west along the south line of Country Day Lane a distance of two hundred seventy-six and thirty-eight hundredths (276.38) feet to a point; thence north 0°55' west along a line, said line being again the western line of Country Day Lane, a distance of nine hundred ninety-eight and eighty-six hundredths (998.86) feet to a point; thence north 11°50' east along the western line of Country Day Lane a distance of four hundred thirty-one and eighteen hundredths (431.18) feet to a point; said point being the intersection of the western line of Country Day Lane, forty (40) feet wide and the southern line of Harmon Lane forty (40) feet wide, thence north 83°15' west along the southern line of Harmon Lane a distance of six hundred sixty-three and forty-five hundredths (663.45) feet to a point; thence north 47°18 ½' west along said southern line of Harmon Lane a distance of five hundred forty-three and twenty-two hundredths (543.22) feet to a point of curve; thence along said curve to the left having a radius of twenty-five (25) feet a distance of fifty-five and seventy-one hundredths (55.71) feet to the point of reverse curve which is the eastern line of Brown Road, eighty (80) feet wide; thence along a curve to the right having a radius of twelve thousand and forty (12,040) feet a distance of sixteen hundred and four and ninety-three hundredths (1604.93) feet to a point of tangency; thence south 12°39 ½' west along the eastern line of Brown Road a distance of nine hundred thirty-nine and eighty-two hundredths (939.82) feet to a point of curve; thence along said curve to

the left having a radius of five hundred ten (510) feet a distance of four hundred seventy-four and one tenth (474.10) feet to a point of tangency; thence south $40^{\circ}36' \frac{1}{4}$ ' east, along the eastern line of Brown Road, a distance of nine hundred five and five-tenths (905.5) feet to a point, said point being the intersection of the eastern line of Brown Road and the northern line of Interstate Route 70; thence south $83^{\circ}01' \frac{3}{4}$ ' east along said northern line of Interstate Route 70; a distance of four hundred thirty-one and eighty-four hundredths (481.84) feet to a point, said point being the intersection of the northern line of Interstate Route 70 with the western line of Country Day Lane; thence north $37^{\circ}31'$ east along said western line of Country Day Lane a distance of one hundred forty and sixty-five hundredths (140.65) feet to a point; thence north $23^{\circ}03'$ east along said line of Country Day Lane a distance of seven hundred sixty-seven and twenty-six hundredths (767.26) feet to a point of beginning.

Second, beginning at the intersection of the southern line of Doodles Dale Subdivision and the northward prolongation of the western line of Country Day Lane, Forty (40) feet wide, thence along a curve to the left having a radius of thirty (30) feet a distance of twenty-eight and seventy-six hundredths (28.76) feet to a point; thence along a line in a northeastwardly direction a distance of seventy-three and forty-nine hundredths (73.49) feet to a point of curve in the western line of Clifton Lane, Fifty (50) feet wide; thence along said western line of Clifton Lane being also a curve to the left having a radius of one hundred forty (140) feet, a distance of ninety-five and three-tenths (95.30) feet to a point; thence north $6^{\circ}49'$ west along the western line of Clifton Lane a distance of one hundred nine and fifty-seven hundredths (109.57) feet to a point of curve; thence along said curve to the left having a radius of twenty (20.0) feet a distance of thirty-one and four-tenths (31.4) feet, more or less, to a point of curve; thence along said curve to the right having a radius of fifty (50.0) feet a distance of one hundred fifty-seven and eight hundredths (157.08) feet to a point of curve; thence along said curve to the left a distance of thirty-one and four-tenths (31.4) feet, more or less, to a point in the eastern line of Clifton Lane, fifty (50) feet wide; thence north $6^{\circ}49'$ east along said western line of Clifton Lane a distance of sixty and eight hundredths (60.08) feet to a point; thence south $83^{\circ}18'$ east along the eastern prolongation of said north line of Lot 115, a distance of eighteen and eighty-one hundredths (18.81) feet to a point; thence north $6^{\circ}38'$ east a distance of four hundred sixty-three and fifty-one hundredths (463.51) feet to a point in the southern line of Scudder Avenue; thence north $83^{\circ}18'$ west along the southern line of Scudder Avenue a distance of four hundred seventy-three and thirty-eight hundredths (473.38) feet to a point, said point being the intersection of the southern line of Scudder Avenue and the eastern line of Country Day Lane, thence south $0^{\circ}53'$ east along the eastern line of Country Day Lane a distance of nine hundred twenty-five and twenty-seven hundredths (925.27) feet to a point, thence south $79^{\circ}15'$ east along a line said line being the northern line of Country Day Lane, a distance of one hundred ninety-five and thirty-one hundredths (195.31) feet to a point, thence north $0^{\circ}55'$ west along a line a distance of six and six hundredths (6.06) feet to a point, thence south $79^{\circ}15'$ east along a line a distance of thirty-six and five-tenths (36.5) feet to the point of beginning.

Third, beginning at a point in center line of Brown Road at its intersection with the South line of U.S. Survey 101; thence along center line of said road, North 10°22' east seven hundred sixty-four (764) feet and North 3°13' east two hundred thirty-five and two-tenths (235.2) feet; thence South 88°27' east two thousand and seven (2007) feet to a stone; thence South 1°0' west nine hundred eighty-seven and nine-tenths (987.9) feet to a stone, in South line of U.S. Survey 101; thence along said survey line, North 88°30' west two thousand one hundred twenty-nine and three-tenths (2129.3) feet to place of beginning, containing 47.51 acres including ½ of Brown Road; also a parcel beginning at an iron rail set on the southwest line of a strip one hundred (100) feet wide, conveyed to Charles S. Ruffner by deed recorded in Book 297 page 625 of the St. Louis County Records where the same is intersected by the North line of the South ½ of Survey 101, said point being distant North 82°44' west one thousand four hundred and ninety-seven and twenty-one hundredths (1497.21) feet from the East line of U.S. Survey 101; thence along said North line of the South ½ of said Survey 101, North 82°44' west five and forty-hundredths (5.40) feet to an old stone in the northeast corner of property conveyed to St. Louis Country Day School by deed recorded in Book 428 page 519 of the St. Louis County Records; thence along the east line of said property so conveyed, South 7°1.7 west nine hundred eighty-seven and thirty-three hundredths (987.33) feet to the South line of said Survey 101, thence along the South line of said Survey South 82°50' East six hundred sixty-six and fifty hundredths (666.50) feet to the Southwest line of said strip 100 feet wide conveyed to Charles S. Ruffner, as aforesaid; thence along the Southwest line of said strip North 26°35' west one thousand one hundred eighty-nine and fifty hundredths (1189.50) feet to the place of beginning, containing 7.609 acres, according to survey executed by Edgar Rapp, Surveyor on February 9, 1926.

Fourth, beginning at the point of intersection of the eastern line of Country Day Lane 40 feet wide, with the northern line of United States Survey 656, thence south 15 degrees 46 minutes west 4.60 feet and south 23 degrees 03 minutes west 69.35 feet along the eastern line of Country Day Lane to the southwestern corner of property secondly described in deed to James H. Anderson and wife, recorded in Book 1559, page 373, St. Louis County Recorder's Office; thence south 83 degrees 15 minutes east 243.07 feet along the southern line of said Anderson property; thence north 32 degrees 01 ½ minutes east 78.63 feet to the northern line of said United States Survey 656; thence North 83 degrees 15 minutes west 256.46 feet along the northern line of United States Survey 656 to the point of beginning and containing 0.47 acres, according to survey made by Pitzman's Company of Surveyors & Engineers dated December 28, 1959.

Fifth, beginning at a point in the eastern line of Country Day Lane, 40 feet wide, at the southwestern corner of property secondly described in deed to James H. Anderson and wife, recorded in Book 1559, page 373, St. Louis County Recorder's Office; thence south 23 degrees 03 minutes west 710.00 feet and south 37 degrees 31 minutes west 23.02 feet along the eastern line of said Country Day Lane to a point distant 500 feet south of the eastern prolongation of the center line of Runway 12-30 measured at right angles to said center line prolongation; thence south 57 degrees 58 ½ minutes east 111.24 feet; thence north 32 degrees 01 ½ minutes east 828.00 feet to the southern line of said Anderson property; thence north 83 degrees 15 minutes

west 243.07 feet along the southern line of said Anderson property to the point of beginning and containing 2.967 acres, according to a survey made by Pitzman's Company of Surveyors & Engineers dated December 28, 1959.

For airport name change, see § 18.04.010.

I. Ordinance 54244, 1966.

There is established a public addition to the area of the public airport and landing field owned and operated as such by the city, officially named Lambert-St. Louis Municipal Airport¹ and located at the City of Bridgeton, in the county and state, and, for such addition, the mayor and the comptroller are authorized and directed to purchase, or the city counselor is authorized and directed to condemn under power in the city charter and in accordance with the statutes of the state, private real property in the county and state; and such private real property is described as follows:

Parcel 1: A tract of land in U.S. Survey 656, Township 46 North, Range 6 East, and described as: Beginning at a stone set at the Southeast corner of Lot 7 of LEWELLYN BROWN ESTATE PARTITION, thence, along the East line of said Lot 7, North 7 degrees 49 minutes East 844.60 feet to a stone in the center line of creek; thence along the center line of said creek the following courses and distances, North 63 degrees 39 minutes East 133.35 feet, North 25 degrees 52 minutes East 137.78 feet, North 77 degrees 12 minutes East 213.80 feet, North 75 degrees 08 minutes East 115.00 feet, South 64 degrees 55 minutes East 163.56 feet, South 78 degrees 31 minutes East 148.00 feet, and South 82 degrees 36 minutes East 164.09 feet to a point in the Western line of the Missouri Electric Company Right-of-Way, 100 feet wide; thence along said Right-of-Way line North 26 degrees 35 minutes West 461.61 feet to a point in the line dividing U.S. Surveys 101 and 656; thence along said dividing line North 82 degrees 55 minutes West 2173.43 feet and North 82 degrees 54 ½ minutes West 603.21 feet to a point in the East line of Country Day Lane, formerly Brown Road, 40 feet wide; thence along the East line of said lane South 16 degrees 06 ½ minutes West 4.60 feet and South 23 degrees 23 ½ minutes West 69.35 feet to a point; thence South 82 degrees 54½ minutes East 622.63 feet to a point in the line dividing Lots 5 and 7 of Lewellyn Brown Estate Partition; thence along said dividing line South 7 degrees 42 minutes West 1192.29 feet to a point in the North line of Interstate Route 70; thence along said North line South 71 degrees 45 ¼ minutes East 1147.91 feet to a point; thence South 82 degrees 55 minutes East 375.38 feet to the point of beginning, containing 56.981 acres according to a survey executed by Pitzman's Company of Surveyors & Engineers on March 9, 1966.

Parcel 2: ALSO, a triangular shaped parcel of land in U.S. Survey 656, Township 46 North, Range 6 East, and described as: Beginning in the North line of said U.S. Survey 656 at its intersection with the East line of the Missouri Electric Company Right-of-Way, 100 feet wide; thence along the East line of said Right-of-Way South 26 degrees 35 minutes East 481.03 feet to a point; thence South 74 degrees 10 minutes East 7.72 feet to a point; thence South 65 degrees 19 minutes East 252.83 feet to a point in the West line of Middleway Boulevard, formerly Public Service Company Right-of-Way, 30 feet wide; thence along last mentioned line North 46 degrees 29 minutes West 227.55 feet to a point; thence continuing Northwardly along said line being a curve to the right having a radius

of 1447.69 feet, a distance of 479.41 feet to a point in the North line of said U.S. Survey 656; thence along said North line North 82 degrees 55 minutes West 0.23 feet to the point of beginning, containing 0.552 acres according to a survey executed by Pitzman's Company of Surveyors & Engineers on March 9, 1966.

For airport name change, see § 18.04.010.

J. Ordinance 54455, 1967.

There is established a public addition to the area of the public airport and landing field owned and operated as such by the city, officially named Lambert-St. Louis Municipal Airport¹ and located in the county and state, and for acquisition of such addition the mayor and the comptroller are authorized and directed to purchase, or the city counselor is authorized and directed, under power in the city charter and in accordance with the statutes of the state to condemn certain private real property situated in the county and state and described as follows:

A tract of land in Lot 3 of the LEWELLYN BROWN ESTATE PARTITION, according to plat "A" filed with the Commissioners' Report in Partition of the Estate of Lewellyn Brown deceased, in United States Survey 656, Township 46 North, Range 6 East, and being more particularly described as follows: Beginning at a point in the North line of said Lot 3 distant 468.66 feet, more or less, from the Northeast corner of said Lot 3, (as measured along the North line of Lot 3), said beginning point being also the Northwest corner of property conveyed to John D. Kalemeris and wife by deed recorded in Book 2264 page 174 of the St. Louis County Records; thence Westwardly along the North line of said Lot 3 a distance of 258 feet, more or less, to the Northeast corner of property conveyed to William A. Warmann and wife by deed recorded in Book 2744 page 94 of the St. Louis County Records; thence Southwardly along the Eastern line of said Warmann property to a point on the Northern line of Interstate Route 70 (Mark Twain Expressway); thence Eastwardly along the North line of said Interstate Route 70 to its intersection with the Western line of said property conveyed to John D. Kalemeris and wife; thence Northwardly along the Eastern line of said Kalemeris property to the Northwest corner thereof and the point of beginning;

ALSO, a tract of land in Lot 3 of the LEWELLYN BROWN ESTATE PARTITION, according to Plat "A" filed with the Commissioner's Report in Partition of the Estate of Lewellyn Brown, deceased, in United States Survey 656, Township 46 North, Range 6 East, and being more particularly described as follows: Beginning at the northeast corner of said Lot 3 of the Lewellyn Brown Estate Partition; thence North 83 degrees West along the North line of said Lot 3 a distance of 346.96 feet, more or less, to the Northeast corner of property conveyed to John D. Kalemeris and wife by deed recorded in Book 2264 page 174 of the St. Louis County Records; thence South 7 degrees 30 minutes West along the East line of said Kalemeris property to the Northwest corner of property conveyed to the State of Missouri, acting by and through the State Highway Commission of Missouri for Interstate Route 70 (Mark Twain Expressway) by instrument recorded in Book 3727 page 94 of the St. Louis County Records; thence Eastwardly along the North line of said State of Missouri property to the East line of said Lot 3 being also a point in the center line of Airport Road (80 feet wide); thence Northwardly along the East line of said Lot 3 (being

also the center line of Airport Road 80 feet wide); to the Northeast corner thereof and the point of beginning; EXCEPTING THEREFROM that portion thereof conveyed to The City of St. Louis by deed recorded in Book 2508 page 157 being Airport Road as shown on dedication plat thereof recorded in Plat Book 45 page 44 of the St. Louis County Records;

ALSO, A tract of land in Lot 3 of the LEWELLYN BROWN ESTATE PARTITION, according to Plat "A" filed with the Commissioner's Report in Partition of the Estate of Lewellyn Brown, deceased, in United States Survey 656, Township 46 North, Range 6 East, and being more particularly described as follows: Beginning at a point in the North line of said Lot 3 of the Lewellyn Brown Estate Partition distant 1,387.18 feet East of Northwest corner of said Lot 3, (as measured along the North line of said Lot 3), said beginning point being the Northeast corner of property conveyed to Mamie Fliehmman wife of George J. Fliehmman by deed recorded in Book 492 page 298 of the St. Louis County Records; thence Eastwardly along the North line of said Lot 3 a distance of 399.63 feet to the Northwest corner of property conveyed to John Pappas and wife by deed recorded in Book 2104 page 248 of the St. Louis County Records; thence Southwardly along the West line of said Pappas property to the North line of property condemned by The State of Missouri ex rel, State Highway Commission of Missouri for Interstate Route 70 (Mark Twain Expressway), according to decree rendered under Cause No. 208082 of the Circuit Court of St. Louis County, Missouri; thence Westwardly along the North line of said property condemned by the State of Missouri, ex rel, to its intersection with the East line of said property conveyed to Mamie Fliehmman; thence Northwardly along the East line of said Fliehmman property to the Northeast corner thereof and the point of beginning;

ALSO, A tract of land in Lot 3 of the LEWELLYN BROWN ESTATE PARTITION, according to Plat "A" filed with Commissioner's Report in Partition of the Estate of Lewellyn Brown deceased, in United States Survey 656, Township 46 North, Range 6 East, and being more particularly described as follows: Beginning at a point on the North line of said Lot 3 of the Lewellyn Brown Estate Partition, distant 346.96 feet; more or less, from the Northeast corner of said Lot 3, (as measured along the North line of said Lot 3), said beginning point being also the Northwest corner of property conveyed to Champ Realty, Investment and Financial Company by deed recorded in Book 5377 page 81 of the St. Louis County Records; thence Southwardly along the West line of said property conveyed to Champ Realty, Investment and Financial Company to its intersection with the North line of property conveyed by the State of Missouri, ex rel, State Highway Commission of Missouri for Interstate Route 70, (Mark Twain Expressway) according to decree rendered under Cause No. 208082 of the Circuit Court of St. Louis County, Missouri; thence Westwardly along the North line of said property condemned by the State of Missouri, ex rel, to its intersection with the West line of property conveyed to John D. Kalemeris and wife by deed recorded in Book 2264 page 174 of the St. Louis County Records; thence Northwardly along the West line of said Kalemeris property to the Northwest corner thereof, being also a point on the North line of said Lot 3; thence Eastwardly along the North line of said Lot 3 a distance of 121.7 feet, more or less, to the point of beginning;

ALSO, A tract of land in Lot 4 of the LEWELLYN BROWN ESTATE PARTITION, according to the Plat filed with the Commissioner's Report in Partition of the Estate of Lewellyn Brown, deceased, in United States Survey 656, Township 46 North, Range 6 East, and being bounded as follows: North by the Southern line of the rounded intersection of Airport Road, 80 feet wide, and Airport Road South-east, 80 feet wide, as shown on the dedication plat thereof recorded in Plat Book 45 page 44 of the St. Louis County Records; Northeast by the Southwest line of said Airport Road Southeast, 80 feet wide, as shown on said dedication plat thereof recorded in Plat Book 45 page 44 of the St. Louis County Records; Eastwardly by the Western lines of property conveyed to the State of Missouri for the Mark Twain Expressway (Interstate Route 70), by instrument recorded in Book 3766 page 428 of the St. Louis County Records; West by the East line of Airport Road, 80 feet wide, as shown on said dedication plat thereof recorded in Plat Book 45 page 44 of the St. Louis County Records; and bounded Southwardly by the Northern lines of said property conveyed to the State of Missouri for the Mark Twain Expressway (Interstate Route 70), by deed recorded in Book 3766 page 428 of the St. Louis County Records.

For airport name change, see § 18.04.010.

K. Ordinance 55052, 1968.

There is established a public addition to the area of the public airport and landing field owned and operated as such by the city, officially named Lambert-St. Louis Municipal Airport¹ and located in the county and state, and for acquisition of such addition, the mayor and the comptroller are authorized and directed to purchase, or the city counselor is authorized and directed, under power in the city charter, and in accordance with the statutes of the state to condemn certain private real property situated in the county and state and described as follows:

A tract of land in United States Surveys 1247 and 1250, Township 46 North, Range 6 East and being part of Weldon Estate Subdivision of Lot 37 of Waverly Subdivision, according to plat thereof recorded in Plat Book 7 Page 12 of the St. Louis County Records, a portion of which has been subdivided and known as Western Zephyr Tract Subdivision recorded in Plat Book 96 page 4 of said Records, and beginning at a point in the center line of Missouri Bottoms Road, 40 feet wide, at its intersection with the northern line of Lindbergh Boulevard, 150 feet, running thence northwestwardly along the center line of Missouri Bottoms Road a distance of 1530.95 feet, more or less, to its intersection with the southern line of the right-of-way of the Wabash Railroad Company; thence southeastwardly along said right-of-way line a distance of 1926.04 feet, more or less, to a point in the northwestern line of Lot 4 of the aforementioned Weldon Estate Subdivision, distant therein 90.28 feet southwest of said right-of-way line; thence southwestwardly along the northwestern line of said Lot 4 a distance of 99.72 feet, more or less, to the northern terminus of a road, 50 feet wide, reserved for road purposes as per deeds recorded in Book 3388 at pages 7 and 6 of the St. Louis County Recorder's Office; thence southeastwardly along the northern terminus of said 50-foot road and its southeastwardly prolongation a distance of 732.31 feet, more or less, to the northern line of said Lindbergh Boulevard, and thence southwestwardly along the variations of said Lindbergh Boulevard 1555.67 feet, more or less, to the point of beginning; also,

A triangular tract of land being part of Lots 1, 2, and 3 of the Weldon Estate Subdivision, a subdivision in Lot 37 of Waverly Subdivision as recorded in Plat Book 7 page 12 of the St. Louis County Recorder's Office, being bounded north by Lindbergh Boulevard, 150 feet wide, abutting thereon 811.11 feet, more or less; bounded southeast by Bridgeton Station Road, 70 feet wide, abutting thereon 680.88 feet, more or less, and bounded southwest by property of The City of St. Louis, a municipal corporation, abutting thereon 440 feet, more or less; all the roads and streets lying within the above-described tracts of land shall be vacated and abolished.

For airport name change, see § 18.04.010.

L. Ordinance 55149, 1968.

The mayor and the comptroller, are authorized and directed, if reasonably possible, to purchase, otherwise, the city counselor is authorized and directed to condemn, for public airport use a certain ground leasehold and its subsequently constructed United States Post Office improvements on Lambert-St. Louis Municipal Airport,¹ the public utility in the county, owned in fee and operated by the city; such improvements having been constructed by certain persons as tenant assignees from the government of such ground leasehold theretofore leased to the government by the city for an initial twenty-year term and four five year renewal options for such construction and for Post Office operation; and such ground leasehold thus improved having been reassigned to the government for a term of years, subject, however, to Sections 11, 13, 14, 24, 25 and 26 of Ordinance 53224.

The said leased part of Lambert-St. Louis Municipal Airport is described as a tract of land in the county and state, and in United States Survey 2524 and more particularly described as follows:

Beginning at an angle point in the North right-of-way line of Interstate Route 70, distant 200 feet perpendicularly North of center line Station 384 + 00 on the center line of said Interstate Route 70; thence Eastwardly along a line having an interior angle of 98 degrees 05 minutes from said line which is perpendicularly North of said center line at Station 384+00 a distance of 252.05 feet to the point of beginning of the tract hereinafter described; said beginning point being distant 10 feet North of and parallel to the North edge of the 20-foot pavement of the South lane of Natural Bridge Road (abandoned); thence Northeastwardly and at a right angle to the said North edge of the 20-foot pavement of the South lane of Natural Bridge Road a distance of 151.89 feet to a point; thence Northwestwardly along a line having an interior angle of 90 degrees 04 minutes 40 seconds with the last described line a distance of 5.00 feet to a point; thence Northwardly along a line having an exterior angle of 224 degrees 50 minutes 20 seconds to the last described line, being also the Western edge of the East access road in said Lambert-St. Louis Municipal Airport, a distance of 218.46 feet to a point; thence Northwestwardly along a line having an interior angle of 135 degrees 05 minutes to the last described line a distance of 41.30 feet to a point; thence Southwestwardly along a line which is at a right angle to the last described line a distance of 296.15 feet to a point of curve; thence along a curve to the left having a radius of 10 feet a distance of 15.71 feet to a point of tangency being 10 feet North of and parallel to the North line of the 20-foot wide pavement of the South lane of Natural Bridge Road (abandoned); thence,

Southeastwardly along a line which is 10 feet North of and parallel to the North line of the 20-foot pavement of the South lane of Natural Bridge Road (abandoned), a distance of 191 feet to the point of beginning of the tract heretofore described.

The city counselor is authorized and directed, as a condition precedent to institution of any such condemnation proceeding, to obtain from the government its consent to be made a party defendant therein.

For airport name change, see § 18.04.010.

M. Ordinance 55646, 1970.

There is established a public addition to the area of the public airport and landing field owned and operated by the city, officially named Lambert-St. Louis Municipal Airport¹ and located in the county and state, and for acquisition of such addition, the mayor and the comptroller are authorized and directed to purchase, or the city counselor is authorized and directed, under power in the city charter, and in accordance with the statutes of the state to condemn certain private real property situated in the county and state and described as follows:

A parcel of land in United States Survey Six hundred fifty-six (656), Township Forty-six (46) North, Range six (6) East, located in Saint Louis County, Missouri; more particularly described as follows:

Beginning at the intersection of the eastern line of Airport Road and the southern line of Interstate Highway 70; thence easterly along the southern line of Interstate 70 with the following sources and bearings; North 80°22' East, four hundred forty-nine and seventy-two hundredths feet (449.72') to an iron pipe; thence North 81°34' East, one hundred and seventy-nine and twenty-hundredths feet (179.20') to an iron pipe; thence South 13°00' East, two hundred seventy-six and eighty-five hundredths feet (276.85') to an iron pipe; thence South 75°18' East, seventy-one and thirteen hundredths feet (71.13') to a point, thence southerly along a line with the following course and bearing; South 6°33' West seven hundred sixty-five and sixteen hundredths feet (765.16') to the northern line of Natural Bridge Road; thence northwesterly along the northern line of Natural Bridge Road with the following courses and bearings: North 50°04' West, seven hundred two and eight hundredths feet (702.08') to an iron pipe; thence North 48°32' West, two hundred eighty and sixty-five hundredths feet (280.65') to a cross on an inlet on the eastern line of Airport Road; thence northerly along the eastern line of Airport Road with the following courses and bearings; North 9°1' East, forty-nine and forty-nine hundredths feet (49.49') to an iron pipe at the beginning of a five hundred eighty foot (580') radius curve concave northwesterly; thence two hundred twenty-four and five hundredths feet (224.05') along said curve whose chord lies North 18°25' East, two hundred twenty-two and sixty-six hundredths feet (222.66'), thence North 7°21' east, fifty and thirty-nine hundredths feet (50.39') to an iron pipe at the point of beginning; also

Beginning at an iron pipe at the intersection of the southern line of Interstate Highway 70 and the western line of Brown Road; thence southerly along the western line of Brown Road with the following courses and bearings; South 5°29' West, one hundred fifty-two and fifty hundredths feet (152.50') to an iron pipe; thence South

6°33' West, seven hundred eleven and eleven hundredths feet (711.11') to an iron pipe; thence South 68°15' West, fifty-nine and ten hundredths feet (59.10') to an iron pipe on the northern line of Natural Bridge Road; thence northwesterly along the northern line of Natural Bridge Road with the following course and bearing; North 50°04' West, three hundred ten and thirty-eight hundredths feet (310.38') to a point; thence northerly along a line with the following course and bearing; North 6°33' East, seven hundred sixty-five and sixteen hundredths feet (765.16') to the southern line of Interstate Highway 70; thence easterly along the southern line of Interstate Highway 70; with the following course and bearing; South 75°18' East, three hundred eleven and fifty-seven hundredths feet (311.57') to an iron pipe at the point of beginning.

For airport name change, see § 18.04.010.

N. Ordinance 55885, 1971.

There is established a public addition to the area of the public airport and landing field owned and operated as such by the city, officially named St. Louis International Airport¹ and located in the county and state, and for acquisition of such addition the mayor and the comptroller are authorized and directed to purchase, or the city counselor is authorized and directed, under power in the city charter and in accordance with the statutes of the state to condemn, certain private real property situated in the county and state and described as follows:

Part of Lot 5 of LEWELLYN BROWN ESTATE PARTITION, according to plat "A" filed with the Commissioners' Report in Partition of the Estate of Lewellyn Brown, deceased, in U.S. Survey 656 Township 46 North Range 6 East, according to plat thereof recorded in Book M-6 Pages 252 and 253 of the St. Louis City (former County) Records, bounded North by property of the City of St. Louis, abutting thereon 622.63 feet; South by the North line of Interstate Highway 70; East by property of the City of St. Louis, abutting thereon 1192.29 feet, and West by Brown Road, 40 feet wide.

For airport name change, see § 18.04.010.

O. Ordinance 55887, 1971.

There is established a public addition to the area of the public airport and landing field owned and operated as such by the city, officially named St. Louis International Airport¹ and located in the county and state, and for acquisition of such addition the mayor and the comptroller are authorized and directed to purchase, or the city counselor is authorized and directed, under power in the city charter and in accordance with the statutes of the state to condemn, certain private real property situated in the county and state and described as follows:

Lots 11, 12, 13, 14, 27, 28, 29, 30, 31, 32, 33, 34 and 35 of DOODLES DALE PLAT TWO, according to the plat thereof recorded in Plat Book 82 Page 33 of the St. Louis County Recorder's Office; also Lots 61, 63, 64, 65, 66, 67 and 68 of DOODLES DALE PLAT FOUR, according to the plat thereof recorded in Plat Book 89 Page 42 of the St. Louis County Recorder's Office; also Lots 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83,

84, 85, 86, 87, 88, 89, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, and 102 of DOODLES DALE PLAT FIVE, according to the plat thereof recorded in Plat Book 98 Page 45 of the St. Louis County Recorder's Office; also Lots 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113 and 114 of DOODLES DALE PLAT SIX, according to the plat thereof recorded in Plat Book 99 Page 98 of the St. Louis County Recorder's Office; also Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10 of GREENLEIGH, a Subdivision in Share 9 of Lucas Subdivision of California Farm in U.S. Survey 101, Township 46 North, Range 6 East, according to the plat thereof recorded in Plat Book 56 Page 13 of the St. Louis County Recorder's Office; also a tract of land being part of Share 9 of Lucas Subdivision of the California Farm in U.S. Survey 101, Township 46 North, Range 6 East and bounded as follows: North by the South line of Lots 1 through 10, inclusive of GREENLEIGH, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 56 Page 13 of the St. Louis County Records, South by the North line of DOODLES DALE PLAT SIX, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 99 Page 98 of said County Records, East by the West line of DOODLES DALE PLAT TWO, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 82 Page 33 of said County Records and by the West line of DOODLES DALE PLAT FIVE, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 98 Page 45 of said County Records, West by the East line of property conveyed to the City of St. Louis, by deed recorded in Book 5199 Page 363 of the St. Louis County Recorder's Office; also Part of Shares 8 and 9 of LUCAS SUBDIVISION OF THE CALIFORNIA FARM in U.S. Survey 101 Township 46 North, Range 6 East and described as follows: Beginning at a point in the South line of said Share 9 of the Lucas Subdivision of the California Farm, said point being the most Southern corner of Lot 79 of Doodles Dale Plat 5, a Subdivision in St. Louis County, Missouri, as per Plat thereof recorded in Plat Book 98 Page 45 of the St. Louis County Records; thence North 51 degrees 3 minutes 24 seconds East along the Southeast line of said Lot 79, a distance of 109.62 feet to the most Eastern corner of said Lot 79; thence North 15 degrees 14 minutes East along the East lines of Lots 78, 77 and 76 a distance of 213.72 feet to a point, said point being the Southwest corner of Lot 64 of Doodles Dale Plat 4, a Subdivision in St. Louis County, Missouri, as per plat thereof recorded in Plat Book 89 Page 42 of the St. Louis County Records; thence South 83 degrees 10 minutes East and along the South lines of Lots 64, 65, 66, 67, 68, 69, 70 and 71, a distance of 560.92 feet to a point, said point being the most Western corner of Lot 53 of Doodles Dale Plat 3, a Subdivision in St. Louis County, Missouri, according to the plat thereof recorded in Plat Book 86 Page 22 of the St. Louis County Records; thence South 50 degrees 50 minutes 11 seconds East along the Southwest line of Lots 53 and 52, a distance of 93.49 feet to a point, said point being a corner of Lot 52 of said Doodles Dale Plat 3; thence South 83 degrees 10 minutes East and along the South line of said Lot 52, a distance of 111.69 feet to a point in the West line of Onnie Rei Drive, 50 feet wide, as laid out in said Plat of Doodles Dale Plat 3; thence South 6 degrees 50 minutes West, 70 feet to a point in the North line of Deborah Jean Drive, 50 feet wide, as laid out in said Plat of Doodles Dale Plat 3; thence North 83 degrees 10 minutes West along the North line of said Deborah Jean Drive, 20 feet to a point; thence South 6 degrees 50 minutes West 50 feet to a point in the South line of said Deborah Jean Drive; thence South 83 degrees 10 minutes East and along the South line of Deborah Jean Drive, a distance of 81.31 feet to a point, said point being the Northwest

corner of Lot 51 of said Doodles Dale Plat 3, thence South 6 degrees 50 minutes West and along the West line of said Lot 51, a distance of 120 feet to a point in the South line of Lucas Subdivision of the California Farm and thence along the South line of said Lucas Subdivision of the California Farm North 83 degrees 10 minutes West 920.60 feet to the point of beginning, according to Survey thereof executed by The Sterling Surveying Company during the month of June, 1963; all the roads and streets lying within the above described tracts of land shall be vacated and abolished.

For airport name change, see § 18.04.010.

P. Ordinance 56086, 1971.

There shall be and is hereby established a public addition to the area of the public airport and landing field owned and operated as such by the City of St. Louis, now officially named Lambert-St. Louis International Airport¹ and located in the County of St. Louis and State of Missouri, and for acquisition of such addition the Mayor and the Comptroller of the said City shall be and are hereby authorized and directed to purchase, or the City Counselor thereof shall be and is hereby authorized and directed, under power in the Charter of the said City and in accordance with the Statutes of the State of Missouri, to condemn certain private real property situated in the County of St. Louis and State of Missouri and described as follows, to-wit:

Lots 11, 12, 13, 14, 26, 27, 28, 29, 30, 31, 32, 33, 34 and 35 of Doodles Dale Plat Two, according to the plat thereof recorded in Plat Book 82 Page 33 of the St. Louis County Recorder's Office; also Lots 60, 61, 62, 63, 64, 65, 66, 67, 68 and 69 of Doodles Dale Plat Four, according to the plat thereof recorded in Plat Book 89 Page 42 of the St. Louis County Recorder's Office; also Lots 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101 and 102 of Doodles Dale Plat Five, according to the plat thereof recorded in Plat Book 98 Page 45 of the St. Louis County Recorder's Office; also Lots 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113 and 114 of Doodles Dale Plat Six, according to the plat thereof recorded in Plat Book 99 Page 98 of the St. Louis County Recorder's Office; also Lots 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10 of Greenleigh, a Subdivision in Share 9 of Lucas Subdivision of California Farm in U.S. Survey 101, Township 46 North, Range 6 East, according to the plat thereof recorded in Plat Book 56 Page 13 of the St. Louis County Recorder's Office; also a tract of land being part of Share 9 of Lucas Subdivision of the California Farm in U.S. Survey 101, Township 46 North, Range 6 East and bounded as follows: North by the South line of Lots 1 through 10, inclusive of Greenleigh, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 56 Page 13 of the St. Louis County Records, South by the North line of Doodles Dale Plat Six, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 99 Page 98 of said County Records, East by the West line of Doodles Dale Plat Two, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 82 Page 33 of said County Records and by the West line of Doodles Dale Plat Five, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 98 Page 45 of said County Records, West by the East line of property conveyed to the City of St. Louis, by deed recorded in Book 5199 Page 363 of the St. Louis County Recorder's Office; also Part of Shares 8 and 9 of Lucas Subdivision of the California Farm in U.S. Survey 101 Township 46 North,

Range 6 East and described as follows: Beginning at a point in the South line of said Share 9 of the Lucas Subdivision of the California Farm, said point being the most Southern corner of Lot 79 of Doodles Dale Plat 5, a Subdivision in St. Louis County, Missouri, as per Plat thereof recorded in Plat Book 98 Page 45 of the St. Louis County Records; thence North 51 degrees 3 minutes 24 seconds East along the Southeast line of said Lot 79, a distance of 109.62 feet to the most Eastern corner of said Lot 79; thence North 15 degrees 14 minutes East along the East lines of Lots 78, 77 and 76 a distance of 213.72 feet to a point, said point being the Southwest corner of Lot 64 of Doodles Dale Plat 4, a Subdivision in St. Louis County, Missouri, as per Plat thereof recorded in Plat Book 89 Page 42 of the St. Louis County Records; thence South 83 degrees 10 minutes East and along the South lines of Lots 64, 65, 66, 67, 68, 69, 70 and 71, a distance of 560.92 feet to a point, said point being the most Western corner of Lot 53 of Doodles Dale Plat 3, a Subdivision in St. Louis County, Missouri, according to the plat thereof recorded in Plat Book 86 Page 22 of the St. Louis County Records; thence South 50 degrees 50 minutes 11 seconds East along the Southwest line of Lots 53 and 52, a distance of 93.49 feet to a point, said point being a corner of Lot 52 of said Doodles Dale Plat 3; thence South 83 degrees 10 minutes East and along the South line of said Lot 52, a distance of 111.69 feet to a point in the West line of Onnie Rei Drive, 50 feet wide as laid out in said Plat of Doodles Dale Plat 3; thence South 6 degrees 50 minutes West, 70 feet to a point in the North line of Deborah Jean Drive, 50 feet wide, as laid out in said Plat of Doodles Dale Plat 3; thence North 83 degrees 10 minutes West along the North line of said Deborah Jean Drive, 20 feet to a point; thence South 6 degrees 50 minutes West 50 feet to a point in the South line of said Deborah Jean Drive; thence South 83 degrees 10 minutes East and along the South line of Deborah Jean Drive, a distance of 81.31 feet to a point, said point being the Northwest Corner of Lot 51 of said Doodles Dale Plat 3, thence South 6 degrees 50 minutes West and along the West line of said Lot 51, a distance of 120 feet to a point in the South line of Lucas Subdivision of the California Farm and thence along the South line of said Lucas Subdivision of the California Farm North 83 degrees 10 minutes West 920.60 feet to the point of beginning, according to Survey thereof executed by The Sterling Surveying Company during the month of June, 1963; all the roads and streets lying within the above described tracts of land shall be vacated and abolished.

For airport name change, see § 18.04.010.

Q. Ordinance 56826, 1974.

There is established an addition to the public airport and landing field owned and operated as such by the city, which is officially named Lambert-St. Louis International Airport¹ and located in the county and state; and the mayor and the comptroller are authorized and directed to purchase, or the city counselor is authorized and directed to file a petition in the Circuit Court of the county under power in the city charter and the statutes of the state to condemn, certain private real property situated in the county and described as follows:

Part of Lots 1, 2, 3 and 4 of the First Subdivision of Bridgeton Commons, in U.S. Survey 1196, Township 46 North, Ranges 5 and 6 East, and described as follows:

Beginning in the Southeast line of a larger tract of land containing 73 acres (of which this tract is a part) conveyed to Frank Klaas and wife, by deed recorded in Book 328 Page 77 of the St. Louis County Records, at the most Eastern corner of tract of 24 acres conveyed to Joseph B. Klaas and wife by deed recorded in Book 1922 Page 332 of said records; thence North 37 degrees 25 minutes West along the Northeast line of said 24 acre tract, 739 feet to the most Southern corner of tract of land conveyed to Charles F. Feltz and wife, by deed recorded in Book 2183 Page 148 of said records; thence North 52 degrees 35 minutes East along the Southeast line of said Feltz tract 513.28 feet to the Southwest line of County Road; thence Southeastwardly along the Southwest line of said County Road 881.50 feet to the Southeast line of said tract of 73 acres; thence South 52 degrees 31 minutes West along said last mentioned line 989.65 feet to the beginning; which parts of said Lots are held under Indentures of Lease, recorded in Book L4 Page 415, Book A-4 Page 88, Book A-4 Page 89 and Book I-4 Page 33 of the records of the City (former County) of St. Louis, all dated from June 18, 1844 and for a term of 999 years, Excepting Therefrom the Northwest 3 acres conveyed to Fred Lueck and Frances Lueck, his wife, by deed recorded in Book 2420 Page 120.

For airport name change, see § 18.04.010.

R. Ordinance 57015, 1975.

There is established an addition to the public airport and landing field owned and operated as such by the city, which is officially named Lambert-St. Louis International Airport¹ and located in the county and state; and the mayor and comptroller are authorized and directed to purchase, or the city counselor is authorized and directed to file a petition in the Circuit Court of the county under power in the city charter and the statutes of the state to condemn, certain private real property situated in the county and state and described as follows:

Lot 1 of the Re-Subdivision of part of Lots 4 and 5 of the FIRST SUBDIVISION OF BRIDGETON COMMONS, according to the plat thereof recorded in Plat Book 103 Page 7 of the St. Louis County Records.

For airport name change, see § 18.04.010.

18.04.050 - Sale of airport property.

The mayor and the comptroller are authorized and directed to sell to state acting by and through the state highway commission at a price of not less than one hundred eighty-five thousand dollars certain real estate belonging to the city, described as follows:

All that part of Grantor's land located in U.S. Survey 168, Township 46 North, Range 6 East, St. Louis County, Missouri and described as beginning at a point in Grantor's most Northwestern property corner, as set out by deed recorded in Book 5725 at Page 183 of the St. Louis County Records; thence Easterly along Grantor's North property line to a point in Grantor's East property line to a point in Grantor's most Northeastern property corner; thence Southerly along Grantor's East property line to a point in Grantor's most Southeastern property corner; thence Westerly along Grantor's South property line a distance of 461.84 feet to a

point; thence South 83 degrees 01 minutes 25 seconds East a distance of 70.93 feet to a point; thence South 76 degrees 55 minutes 44 seconds East a distance of 126.84 feet to a point; thence North 8 degrees 20 minutes 00 seconds East a distance of 100 feet to a point; thence North 53 degrees 05 minutes 10 seconds West a distance of 152.59 feet to a point; thence North 78 degrees 17 minutes 22 seconds West a distance of 169.80 feet to a point in Grantor's West property line; thence North along Grantor's West property line a distance of 32 feet to the point of beginning and containing 66,916 square feet of new right-of-way.

Also all abutter's rights of direct access from Grantor's abutting land in U.S. Survey 168, Township 46 North, Range 6 East, to the thruway of Interstate Route 70 and to Pear Tree Lane along a line described as beginning at a point in Grantor's West property line as set out in the above mentioned Book and Page, said point being 32 feet South of Grantor's most Northwest property corner and extending South 78 degrees 17 minutes 22 seconds East a distance of 169.80 feet to a point; thence South 53 degrees 05 minutes 10 seconds East a distance of 152.59 feet to a point; thence South 8 degrees 20 minutes 00 seconds West a distance of 100 feet to a point; thence North 76 degrees 55 minutes 44 seconds West a distance of 126.84 feet to a point; thence North 83 degrees 01 minute 25 seconds West a distance of 70.93 feet to a point in the existing North Right-of-Way line of Pear Tree Lane.

Also a temporary easement for the construction of a slope or terrace, having a uniform width of 5 feet and lying North, West, Southwest and South of and adjoining the following described line: Beginning at a point in Grantor's South property line as set out in the above-mentioned Book and Page, said point being 461.84 feet West of Grantor's most Southeastern property corner; thence South 83 degrees 01 minute 25 seconds East a distance of 70.93 feet to a point; thence South 76 degrees 55 minutes 44 seconds East a distance of 126.84 feet to a point; thence North 8 degrees 20 minutes 00 seconds East a distance of 100 feet to a point; thence North 53 degrees 05 minutes 10 seconds West a distance 152.59 feet to a point; thence North 78 degrees 17 minutes 22 seconds West a distance of 169.80 feet to a point in Grantor's West property line. Said last-described tract is to provide for the construction of a slope or terrace and the party of the second part seeks only a temporary easement for this purpose. Upon completion of the contemplated improvement of the highway, the owner shall have full, free and uninterrupted use and possession of said tract.

Also a temporary easement for the construction of an entrance described as beginning at a point in Grantor's most Southwestern property corner as set out in the above-mentioned Book and Page; thence Southeasterly along Grantor's South property line a distance of 106.46 feet to a point; thence Northeasterly at right angles to said South property line a distance of 20 feet to a point; thence Northwesterly and parallel with Grantor's said South property line to a point in Grantor's West property line; thence Southerly along Grantor's said West property line to the point of beginning. Upon completion of construction of said entrance the easement rights in said last-described tract shall cease and be no longer in effect.

Said above-described temporary easements contain 5,260 square feet of land.

(Ord. 56507 § 2, 1973)

Exhibit C – Request for Qualifications



REQUEST FOR QUALIFICATIONS

**FOR THE LEASE, MANAGEMENT, AND OPERATION OF
ST. LOUIS LAMBERT INTERNATIONAL AIRPORT**

***[DRAFT – TO BE ISSUED ONLY AFTER FAA ACCEPTS
PRELIMINARY APPLICATION]***

APRIL ____, 2017



**ST. LOUIS LAMBERT
INTERNATIONAL AIRPORT™**





TABLE OF CONTENTS

I.	Overview of RFQ and Lease Process	C-4
II.	City and Airport Description	C-12
III.	Legislative Framework	C-22
IV.	Bidder Qualification Requirements and Evaluation Criteria	C-26
V.	RFQ Submission Requirements and Procedure	C-27
	Attachment A: Airport Financial Statements	C-32

I. Overview of RFQ and Lease Process**Introduction – The City’s Objectives**

The City of St. Louis, Missouri (the “City”), has engaged qualified legal and financial advisors to assist in evaluating the execution of a long-term lease (the “Lease”) of St. Louis Lambert International Airport (the “Airport”). The proposed transaction would be implemented under the Airport Pilot Privatization Program (the “APPP” or “Pilot Program”) authorized by federal law and administered by the Federal Aviation Administration (the “FAA”).

The objectives of the City of Saint Louis with this proposed initiative are consistent with the approved Saint Louis Airport Commission long-range strategic objectives targeted for 2015 to 2020. These goals were reviewed by our Strategic Advisory Committee and made possible with support from local business organizations such as Civic Progress, the Regional Business Council, and Collaborative Strategies.

The results from this strategic planning process were to maintain operational excellence across the general goals of strengthening financial sustainability, sustaining and growing passenger air service, creating a lasting, positive impression for our region, and generating economic development. The City reaffirms its support for these strategic objectives, and believes that the proposed public-private partnership using the APPP will both further and enhance these critical objectives.

Over the last century, St. Louis Lambert International Airport has had to re-imagine itself with bold visions with almost every new generation. Our history started as a private airfield under the leadership of Colonel Albert Lambert. Public private partnerships from industry pioneers like the McDonnell family aligned us with the defense and space exploration industries during and after World War II.

Later, the City of Saint Louis had to evolve our enplanement services along with the airline industry restructuring with such companies as Ozark Airlines, Trans-World Airlines, and American Airlines. Our robust runway infrastructure is home to many airlines such as Southwest Airlines and Delta Air Lines. However, we believe our runways can and should be put to greater use and capacity after a \$1.1 billion Runway 11/29 expansion was completed eleven years ago.

The primary result that should come from pursuing this process is to recruit the best management, operations, and marketing talent across the world to help inspire the St. Louis Lambert International Airport to build its financial future for the next generation of passengers, freight, and workforce.

Thus, our three principles are to make the initiative good for the Airport, good for the City, and good for the Metro Region. Our objectives will meet our principles.

OBJECTIVE ONE: Improve Airport Operating Revenues through Private Partner Innovation, Diversification, and Improved Use of Land Assets

First, the Airport would like to grow non-aeronautical revenue as a percentage of total operations revenue. To maximize in-terminal and additional parking revenues, a private operator may provide the property with new capital improvement ideas that would not otherwise be developed today

under municipal bond debt. This is more likely to be successful with other private real estate development and local concession partners if private sector innovation is enabled with at-risk retail capital.

Second, the Airport would like to increase cargo revenue as a percentage of total aeronautical revenue. The Saint Louis Airport Commission approved a multi-year phased cargo development project for 49 acres on the north side of the airfield that includes repurposing part of the original McDonnell-Douglas complex. The developer estimates investing more than \$70 million in new infrastructure, with lease revenue to begin this fiscal year. However, much more international cargo opportunity remains to be secured. A private partner in this process with a broader scale of assets is more likely to suggest improvements and regulatory/logistics systems (cold chain storage, USDA port of embarkation, a dual customs/cargo clearance facility) that would result in larger revenue paths. Within the Midwest, the cargo landed weight histories of Louisville, Memphis, and Indianapolis may provide good experience off which to pivot.

Third, the Airport would like to expand new and diverse opportunities to capitalize on our underutilized land assets. Current Saint Louis Airport Commission plans forecast a modest five-year target of generating only one million dollars from underutilized land assets. This development estimate may prove conservative compared with other private sector models possible from other investor combinations.

There is growing evidence that investment growth with larger airports worldwide is coming with public private partnerships. A November 2014 U.S. Government Accountability Office (U.S. GAO) report has noted:

“Different airport ownership and financing structures and motivations have driven more extensive overseas privatization efforts, as at least 450 airports around the world have been privatized to some degree.”

In 2016, Airports Council International-Europe released a report on airport privatization in Europe. It found that over 40% of European airports have at least some private shareholders, and that these airports handle three out of every four passengers. Private investments across European airports seem to be focused on larger airports like the St. Louis Lambert International Airport since such properties have more suitable operations models.

It has been over twelve years since the City of Saint Louis experiencing the dehubbing from a major airline, and eleven years since our last runway construction. Much of the private sector investment growth worldwide has expanded during the last six years.

OBJECTIVE TWO: Generate Upfront and/or Periodic Payments that can be used for Non-Airport City Purposes

Since 1990, the City of Saint Louis has invested more equity and debt into the infrastructure of the Airport than it can reasonably expect to return without significant revenue improvements. While our fiscal leadership with debt service and cost reductions seem reasonable for our Airport size, the long-term financial risks associated with this municipal asset may be better-suited to management by a private operator. Over the last decade, the City of Saint Louis traditionally realizes a revenue transfer benefit returned to city hall at an amount pegged to five percent of gross receipts. Overall enplanements before the 9/11 attacks were once over thirty million annually. Over the last decade, total passenger traffic is now averaging less than fifteen million each year.

Without other means to keep operating revenue expanding, this means that city transfers from unrestricted Airport revenues are likely to remain relatively flat at nearly six million dollars per year. Under some form of a public private partnership presumed over a forty-year lease, the City would expect to see annual payments that are four to ten times larger than the city transfers expected today. If a private operator was selected and an upfront payment structure was chosen, the City would expect to free up more than one billion in capital for non-Airport uses.

The City expects that the proposed initiative will directly benefit the City and its residents in the form of increased funds for capital expenditures on essential infrastructure needs, thereby enhancing the municipal government's continued ability to provide essential City services.

OBJECTIVE THREE: Expand Regional Economic Development Relationships

Another economic development goal from the Saint Louis Airport Commission's Strategic Plan (2015-2020) was to align with other multi-modal transport initiatives within the region. An important example of aligning future Airport development with multi-modal urban transit needs is the City's success with retaining the National Geospatial-Intelligence Agency.

Last June, the City of Saint Louis was awarded the downtown building of the planned \$1.75 billion National Geospatial-Intelligence Agency's western headquarters. This transformative urban renewal project will be built by the U.S. Army Corps of Engineers and is expected to be completed by 2023. The City of Saint Louis has until October 2017 to deliver the land assemblage site, which now consists of 551 parcels with 110 owners.

The unique ownership of St. Louis Lambert International Airport by the City residents/voters not within Saint Louis County (since 1877) also warrants some attention related to these non-Airport objectives. Currently, there is more than a billion dollars of unmet transportation-related needs pending between Saint Louis City and Saint Louis County alone. A March 2017 poll among Saint Louis City voters only indicates that nearly four out of ten City owners of this Airport did not use the airfield once in 2016.

Today, the City of Saint Louis population that owns the Airport is made up of about 319,000 residents. By contrast, there are over one million residents in Saint Louis County, which is adjacent to all Airport boundaries. The entire metropolitan region of nearly three million (St. Louis) is less than 300 miles away from Midwest populations of more ten million (Chicago), strongly suggesting this airfield is suitable to become a much larger cargo hub. Most passengers and users of the Airport do not directly have a voting voice on matters that may drive improved results.

Thus, any economic development strategies possible from a public private partnership would likely be best realized from a comprehensive metropolitan approach going forward. On November 1, 2016, the head of the Federal Transit Administration (FTA) of the United States Department of Transportation (USDOT) toured several of these neighborhood plans for transit-oriented development which may include incentives, land use, and zoning access plans. The FTA study plans seek to connect urban growth priorities directly to our major public and private sector employers. This work follows a 2014 USDOT Transportation Investment Generating Economic Recovery (TIGER) \$10.3 million grant awarded to the City's Bi-State Development Authority (known as Metro). The project was one of 72 projects that leads to construction of a new light rail

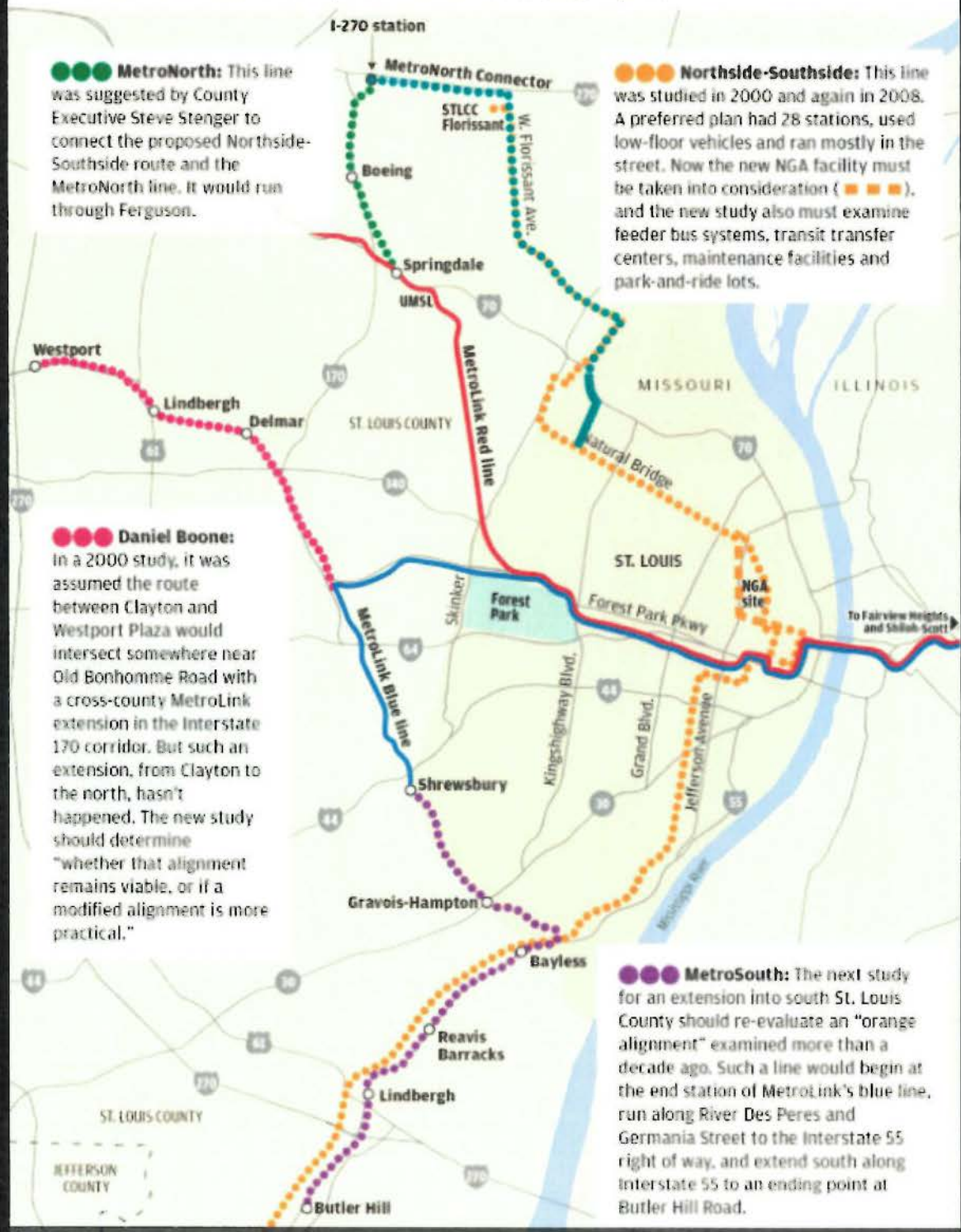


transit (LRT) station and other urban transit improvements. The map of the five proposed MetroLink expansion routes follows on the next page.

Transferring the Airport capital program to a private operator could lead the region to more creative approaches to solving regional growth needs.

EXPANSION PLANS

The East-West Gateway Council of Governments will study five possible MetroLink expansions. All but the MetroNorth Connector have been studied before, but prior studies are outdated, the group said.





Indicative Time Table


The following is an indicative time table of the process for selecting an operator for the lease, management, and operation of the Airport, and for obtaining requisite local and FAA approvals.


Indicative Timeline - STL

TASKS	MAR-17	APR-17	MAY-17	JUN-17	JUL-17	AUG-17	SEP-17	OCT-17	NOV-17	DEC-17	JAN-18	FEB-18	MAR-18	APR-18	MAY-18
Submit Preliminary Application to FAA	X														
FAA Accepts Preliminary Application		X													
Draft the Charter Amendment															
Circulate the Charter Amendment															
Submit the CA to the BOA															
Campaign in Support of the CA															
Special Election Window															
Charter Agreement Effective															
Initial Consultation with Airlines															
Joint Discussions															
Use Agreement(s)															
Operating Standards															
Written Approval of Airlines															
RFQ Prepared															
Evaluation Committee Appointed															
RFQ Issued															
RFQ Response Period															
City Review of RFQ Responses															
City Creates Shortlist															
City's Financial Advisor Selected															
RFP Prepared															
Prepare Virtual Data Room															
Prepare NDA															
RFP Issued															
RFP Response and Due Diligence Period															
City Review of RFP															
City Selects Bidder															
Enter Negotiation Phase with Selected Bidder															
Agree Final Lease															
Submit Final Application to FAA															
FAA Review of Final Application (indicative)															
FAA Public Meetings															
Final FAA Approval (indicative)															
Lease Signing															
Closing															

City's Team = 

City's Team & Selected Operator = 

Bidders = 

FAA Approval-related Steps = 

Overview - Request for Qualifications (“RFQ”)

This RFQ allows prospective Bidders to formally express their interest in bidding on the Lease of the Airport. Sections II and III of this RFQ include highlights of the Lease and provide an introductory description of the Airport. Section IV summarizes the legislative framework governing the privatization process. Section V summarizes the required Bidder qualifications. Section VI lists the RFQ submission requirements and procedures. Attachment A contains the Airport's financial statements.

Those interested in bidding on the Lease should respond to this RFQ no later than 5:00 P.M. central time zone (CT) on _____. The City will not accept any responses that are not received by the date and time set forth in this paragraph. Based on the RFQ submissions, the City (with input by the airlines serving the Airport) will determine those interested parties that are qualified to bid on the Lease. There will be no restriction as to the number of Bidders that may qualify. Bidders are not permitted to contact the City or its advisors, using any means, to discuss this RFQ or the potential APPP transaction during the pendency of this RFQ. Interested Bidders need only submit their qualifications by the date set forth in this RFQ to the contact person identified. Any other contact with any other official, staff, advisor or agent of the City addressing this RFQ or the potential APPP transaction may serve as grounds for disqualification.

For the purposes of this RFQ, the following definitions will apply:

- **“Team” or “Bidder”** means an individual, a company, or a consortium of individuals and/or companies formed to undertake the transaction
- **“Team Member”** means a member of a Team.

Overview of Bidding and Lease Process

After the City's review of RFQ submissions, Bidders that are deemed qualified by the City (“Qualified Bidders”) will sign a Non-Disclosure Agreement and receive a Confidential Information Memorandum providing additional information on the Airport and the bidding process, leading to the next step entailing the City’s issuance of a Request for Proposals (“RFP”) for the transaction, to include financial proposals. Qualified Bidders may be asked to submit preliminary, indicative, non-binding bids for evaluation. Qualified Bidders accepted for due diligence will have the opportunity to conduct due diligence of the Airport through: (i) access to an on-line data room; (ii) Airport tours and additional inspections by Bidder representatives; (iii) management presentations; (iv) review and discussion of the City's proposed Lease. Qualified Bidders may also have the opportunity and be expected to meet with the FAA, airlines serving the Airport, Airport concessionaires and fixed base operators. Following this due-diligence process, final and binding bids will be submitted in accordance with procedures to be provided to the qualified Bidders.

If the final and binding proposals received at the conclusion of the solicitation process meet the City's objectives, the City expects, subject to review and approval by the FAA and any other approvals set forth herein, to enter into the Lease with the successful Team (the “Private



Operator"). The Private Operator will be required to assume the Use Agreement with the Airlines upon the effectiveness of the Lease, and to abide by the Operating Standards to be attached to such Use Agreement and to the Lease (see definition of the term "Operating Standards" in the following paragraph). The City reserves the right to modify or terminate this solicitation at any time if the City determines this action to be in its best interests. The receipt of proposals or other documents at any stage of either the RFQ or the bidding process will in no way obligate the City to enter into any contract of any kind with any party.

The Lease will be a long-term agreement granting the Private Operator the exclusive right to operate the Airport and to collect all revenues associated with the operation of the Airport (including aeronautical, concession, passenger facility charge ("PFC") revenues and federal grants, subject to restrictions imposed by the FAA) during the term of the Lease, anticipated to be 30 to 40 years. The Lease will include standards related to the operation and maintenance of the Airport with which the Private Operator will be required to comply (the "Operating Standards"). Additionally, the Lease will include enhanced safety and security standards and minimum capital improvement requirements. The Lease will require the Private Operator to comply with the City's minority-owned and female-owned business (MBE/WBE) requirements, as well as applicable federal disadvantaged business enterprise (DBE) participation requirements, in its contracting activities during the term of the Lease.¹ The Private Operator will also be expected to comply with the City of St. Louis living wage ordinance² as well as the Missouri law prohibiting the employment of Unauthorized (Illegal) Alien Employees.³ Upon entering into the Lease, the City expects that it will use a portion of the proceeds to defease or redeem all of the existing Airport debt.

¹ City of St. Louis Mayor's Executive Order 28, as amended by Executive Order No. 51.

² City of St. Louis Ordinance No. 65597.

³ §§ 285.525-285.555, RSMo.

II. City and Airport Description

City of St. Louis

The City of St. Louis, Missouri, a constitutional charter city not part of any county, is organized and exists under and pursuant to its Charter and the Constitution and laws of the State of Missouri. The City is located on the Mississippi River, the eastern boundary of the State of Missouri, just below its confluence with the Missouri River. The City occupies approximately 61.4 square miles of land, and its area has remained constant since 1876. The City is popularly known as the "Gateway to the West" due to its central location and historical role in the nation's westward expansion. Commemorating this role is the 630-foot stainless steel Gateway Arch, the world's tallest man-made monument, which is the focal point of the 86-acre Jefferson National Expansion Memorial on the downtown riverfront.

St. Louis began as fur trading post in 1764, the site chosen for its location near the confluence of the Mississippi and Missouri Rivers. Construction of a village, named for Louis IX of France, began the following year. St. Louis transferred to the Spanish in 1770, returned to France under a secret treaty with Napoleon and, following the Louisiana Purchase of 1803, became part of the United States. The town gained fame in 1803 as the jumping-off point for the Louisiana Purchase Expedition of Meriwether Lewis and William Clark

St. Louis incorporated as a city in 1823. During the 19th-Century, St. Louis grew into an important center of commerce and trade, attracting thousands of immigrants eager to find a new life on the edge of the frontier. St. Louis's current boundaries were established in 1876, when voters approved separation from St Louis County and establishment of a home rule charter. St. Louis was the nation's first home rule city, but unlike most, it was separated from any county. Although this boundary would in the future prove a severe limitation to the City of St. Louis, at the time there was ample room for the city to grow within its fixed boundaries.

After the Civil War, St. Louis continued its rapid growth, and by 1900 was a major manufacturing center. Industries grew in St. Louis because of the city's dominance in the region, its access to rail and water transportation, and the city's central location in the nation. The 1874 construction of the Eads Bridge made St. Louis an important link in the continuing growth of transcontinental rail travel--but came too late to prevent Chicago from overtaking it as the largest rail hub in the nation. By the 1890s, St. Louis was the nation's fourth largest city.

Today, despite a continued population decline, downtown and neighborhood revitalization efforts continued in the City of St. Louis. Medicine at Barnes-Jewish and St. Louis University Hospitals, brewing at Anheuser-Busch, and banking at Bank of America and Firstar Bank were leading industries in the City; five Fortune 500 corporations were headquartered in the City limits, and many of the older industrial buildings in the City were serving as incubators for small business. Despite the challenges, the City of St. Louis was prepared to grow into its fourth century.

The City's system of government is provided for by its Charter, which first became effective in 1914 and has subsequently been amended from time to time by City voters.

The Mayor, elected to a four-year term, is the chief executive officer of the City and appoints most

department heads, municipal court judges, and various other members of the City's boards and commissions. The Mayor possesses the executive powers of the City, which are exercised by the boards, commissions, officers, and departments of the City under the Mayor's general supervision and control.

The Comptroller is the City's chief fiscal officer, and is elected at-large to a four-year term. The Comptroller is, by Charter, Chairperson of the Department of Finance for the City and also has broad investigative audit powers over all City departments and agencies. The Comptroller has administrative responsibility for all the City's contracts, financial departments, and accounting procedures.

The legislative body of the City is the Board of Aldermen. The Board of Aldermen is comprised of 28 Aldermen and a President. One Alderman is elected from each of the City's 28 wards to serve a four-year term, and Aldermen are elected for one-half of the wards every two years. The President of the Board of Aldermen is elected at large to serve a four-year term. The President is the presiding officer of the Board of Aldermen. The Board of Aldermen may adopt bills or ordinances which the Mayor may either approve or veto. Ordinances may be enacted by the Board of Aldermen over the Mayor's veto by a two-thirds vote.

The Board of Estimate and Apportionment is primarily responsible for the finances of the City, and is comprised of the Mayor, the Comptroller and the President of the Board of Aldermen.

While most governmental functions of the City are controlled by the Mayor, the Comptroller, the Board of Estimate and Apportionment and the Board of Aldermen, the appointment of certain officials, including the Board of Election Commissioners, is made by the Governor of the State of Missouri. The Sheriff, Treasurer, Collector of Revenue, License Collector, Circuit Clerk, Circuit Attorney, Public Administrator and Recorder of Deeds of the City are elected independently to four-year terms.

St. Louis Lambert International Airport

St. Louis Lambert International Airport is one of the most historic airports in the United States. It is named for Albert Bond Lambert (1875 -1946). He learned to fly with the Wright Brothers, received his pilot's license in 1911, and served in the U.S. Army in World War I, reaching the rank of Major. Throughout his life, he worked tirelessly to make St. Louis a leader in aviation.

Once a major airline hub, the Airport has in the last ten years transitioned to its new role of a primarily Origin and Destination (O&D) market. The Airport's year-end statistics show 13,959,126 passengers traveled through St. Louis in 2016, besting the 2015 total by 1,207,263 passengers. Enplanements (departing traffic) topped out at 6,988,151 passengers, a 9.6 percent increase over 2015 (6,376,034). December 2016 marked the 16th consecutive month of total passenger growth with an 11 percent increase to 1,148,735 million passengers.

St. Louis was in the top 10 of airports in growing seat capacity at 9.1 percent for 2016. Airlines offered 733,000 more seats in 2016 versus 2015 at the Airport. Growth in 2016 also extended to air cargo. The Airport recorded a 12 percent increase in cargo in 2016, handling 70.5 million tons

of cargo.

As St. Louis Lambert International Airport approaches its 100th anniversary in 2020, the quest continues to fulfill the vision of Albert Bond Lambert, its founder and namesake and to meet the ever-changing challenges of air travel and the aviation industry.

History of the Acquisition of the Existing Airport Property

In 1920, Major Lambert and the Missouri Aeronautical Society leased 170 acres of farmland in St. Louis County to serve as an airfield for St. Louis. Major Lambert paid the rent and had the site cleared, graded and drained, and a hangar built at his own expense. He then offered free use of the field to anyone wishing to use it. World War I veterans William and Frank Robertson accepted this offer, and began operation at what became known as St. Louis Flying Field. In 1923, the Missouri National Guard formed the 110th Observation Squadron at the field, commanded by William Robertson. When the lease expired in 1925, Major Lambert bought the airfield property.

St. Louis voters approved a \$2 million bond issue for Airport improvements in August, 1928. The City used the proceeds to buy the property from Major Lambert at his cost, and began extensive land acquisition and improvements, including paved runways, taxiways and apron areas, hangars and support facilities. The Curtiss-Robertson Airplane Manufacturing Company was formed with William Robertson as its President to build the Curtiss Robin light airplane at the Airport. Curtiss-Robertson later became the St. Louis Division of the Curtiss-Wright Airplane Company, which produced a wide range of civil and military aircraft at the Airport during the 1930s. The Airport's first passenger terminal was completed in 1933.

In 1939 James S. McDonnell formed the McDonnell Aircraft Company at the Airport. With the outbreak of WWII in Europe, the Curtiss-Wright plant at the Airport underwent a \$10 million expansion for military production. The City of St. Louis appointed a committee headed by famed pilot Jimmy Doolittle and including Major Lambert, to study needed expansion and improvement of the Airport's facilities. A new 6,000-foot runway was constructed to handle military requirements, and the United States Navy constructed a Naval Air Station at the Airport to train naval aviation cadets, more than 3,000 of whom would graduate by war's end.

Although military activity dominated during wartime at the Airport, in 1942 St. Louis voters passed a new \$4.5 million bond issue for Airport expansion to meet anticipated post-war requirements. Major Lambert continued spearheading efforts to gain support for needed improvements until his death in 1946.

The Korean War brought increased activity for McDonnell Aircraft, which built F2H Banshee and F3H Demon jet fighters for the Navy and F-101 Voodoos for the Air Force. McDonnell purchased the factory and land at the Airport from the City of St. Louis, which used the proceeds for further Airport improvements, including a new 10,000-foot runway capable of handling the coming generation of military aircraft and jet airliners.

In 1956, Minoru Yamasaki's iconic arched terminal opened, becoming the forerunner of many modern airline terminals. Its modular design provided for later expansion. The Airport became



one of the first U.S. airports with jet airline service when Trans World Airlines began operating the groundbreaking Boeing 707 in 1959. As air travel grew rapidly during the 1960s, the Airport added a new parallel runway and expanded the terminal facilities to accommodate the increasing demand.

In November, 1971 the Airport became Lambert-St. Louis International Airport. TWA began wide body service to the Airport with the Boeing 747 and Lockheed 1011 in 1972, and during the 1970s the Airport terminal and runways were further developed to meet the growing needs of airline passengers and aircraft. During this period controversy arose over whether a new airport was needed to replace the Airport. In 1977 the Federal Aviation Administration concluded that the Airport should be expanded and upgraded to meet anticipated future needs.

Terminal expansion continued as the Airport constructed new Concourse D, bringing capacity to 81 gates by 1985. In that year, Southwest Airlines began serving the Airport, and TWA inaugurated non-stop international flights from St. Louis to Paris, London and Frankfurt. TWA acquired Ozark Airlines, which operated coast to coast from the Airport. By 1988, the Airport's annual passenger traffic exceeded 20 million.

In the late 1980s an obvious need arose for further development of the Airport to alleviate delays, especially in bad weather, and to cope with rapidly increasing passenger traffic. A wide range of plans were proposed and considered, and in 1998 the FAA endorsed the W-1W alternative. The resulting Airport Expansion Program included building a new 9,000-foot parallel runway west of the Airport, new taxiways and a tunnel for Lindbergh Boulevard under the runway, re-routing a section of Natural Bridge Road, a new airfield fire station, a new school for the Pattonville School District, and a new fire station for the Robertson Fire Protection District.

Also in 1998 the Airport opened a new 220,000 square foot East Terminal (Terminal 2) to serve the growing service provided by Southwest Airlines. McDonnell Douglas merged with the Boeing Company, which continued to produce F-15s and FA-18s at the Airport for the U.S. Air Force, Navy and Marine Corps, and U.S. allies around the world.

The W-1W Airport Expansion Program took eight years to complete, involving 550 companies at a cost of over \$1 billion. It included the acquisition of 2,000 residential and commercial properties, with airfield construction starting in 2001. New runway 11/29 opened in April, 2006.

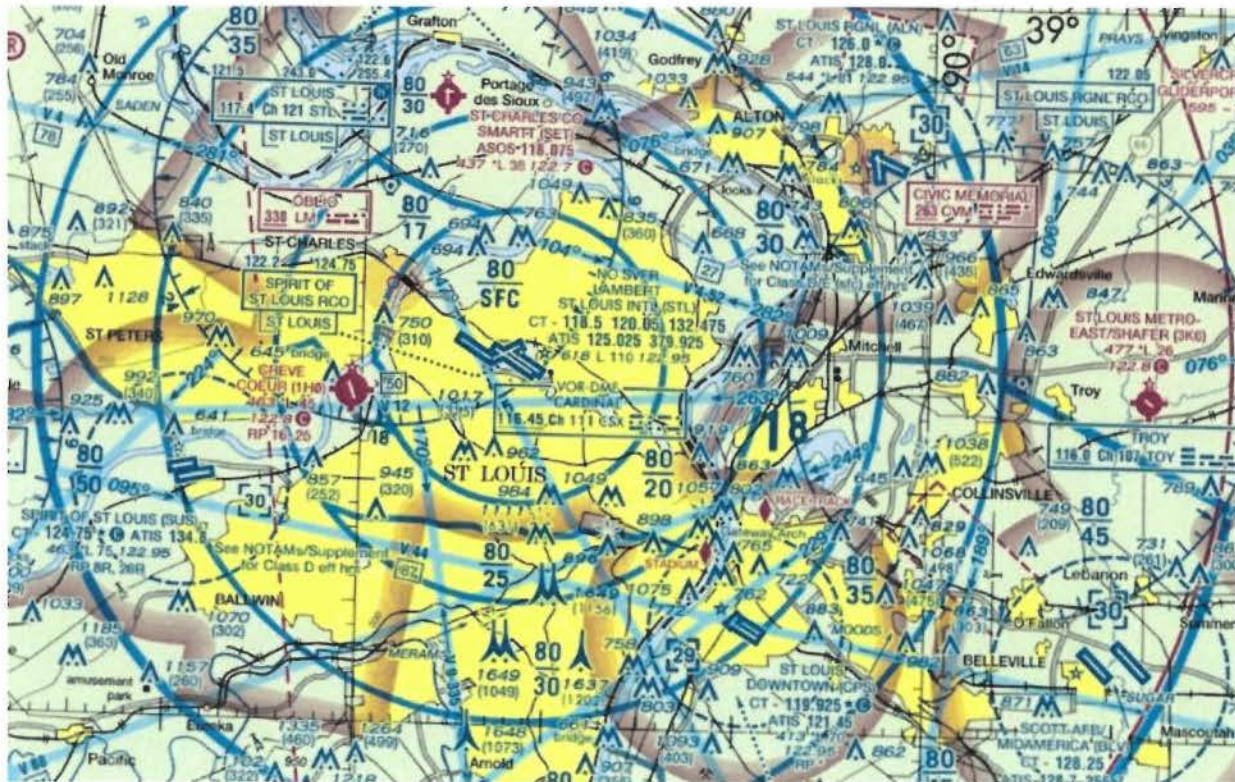
In 2007, the Airport undertook the Airport Experience Program project to upgrade and improve Terminal 1. Work was well advanced when the Good Friday Tornado struck the Airport on April 22, 2011, causing extensive damage. The Airport re-opened the next day, and terminal repairs and upgrades were completed in April, 2012.

Other St. Louis-Area Airports

The St. Louis Metropolitan Area is serviced by four other airports. MidAmerica St. Louis America is St. Louis' secondary domestic passenger airport and is co-located on Scott Air Force Base in Bellville, Illinois, and had roughly 32 thousand enplanements in 2015. St. Louis Downtown Airport is located one mile east of the Central Business District in Cahokia, Illinois, and is used

primarily by business aircraft in the area. St. Louis Regional Airport, located near Alton, Illinois is primarily a general aviation airport. Spirit of St. Louis is located 17 miles west of St. Louis' central business district, and is also primarily a general aviation airport.

FIGURE 1 - ST. LOUIS AERONAUTICAL SECTIONAL CHART



Types of Revenue

The primary sources of the Airport's operating revenues are landing fees, terminal area use charges, rents, concession, and parking revenues. These revenues, along with federal grants and PFC revenue, fund the Airport's operating and capital expenses, fund deposits and net debt service requirements. In 2015, the Airport's operating revenue was \$140 million, consistent with the \$139 million and \$141 million achieved in 2013 and 2014 respectively. Below is a graph detailing a breakdown of the Airport's operating revenue from 2013 – 2015.

2013-2015 Operating Revenue and Income Allocation


Source: 2013 – 2015 Airport Financial Statements

Please see Attachment A for additional details regarding the Airport's recent financial performance.

AIP Grants

The Airport and Airway Improvement Act of 1982 created the AIP grant program, which is administered by the FAA. The AIP grants include entitlement grants, which are allocated among airports by the FAA in accordance with a formula based on enplanements, and discretionary grants, which are allocated by the FAA in accordance with its guidelines. The Airport received \$2,048,394 in entitlement funding and \$6,586,425 in discretionary funding in 2016, net of the forfeiture of certain funding required as a result of imposing a \$4.50 PFC.

Under current federal law, discretionary grants to airports such as the Airport that impose a PFC of \$4.50 are reduced for each fiscal year by 75% of projected revenues from the PFC in such fiscal year, but not to exceed 75% of the discretionary grant to which the airport would otherwise be entitled. 49 U.S.C. § 47109(a)(4) limits the Federal share to 70% “for a project funded by the Administrator from the discretionary fund under section 47115 at an airport receiving an exemption under section 47134.” Section 47115 refers to the discretionary fund. Section 47134 refers to the Privatization Pilot Program: an airport participating in the program receives exemptions under Section 47134. Post-privatization, the limitation on Federal share on discretionary fund projects at a Medium Hub airport, such as the Airport, would drop from 75% to 70%.

Passenger Facility Charge (“PFC”)

The United States Congress enacted legislation (the “PFC Act”) in 1990 authorizing a public agency, such as the City, that controls a commercial service airport to charge each paying passenger enplaning at the airport (subject to limited exceptions) a PFC of \$1.00, \$2.00 or \$3.00. The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (“AIR 21”) subsequently authorized eligible public agencies such as the City to impose PFCs of \$4.00 or \$4.50.

The purpose of the PFC is to provide additional capital funding for the expansion of the national airport system. The proceeds from PFCs can only be used to finance eligible airport-related projects that preserve or enhance safety, capacity or security of the national air transportation system; reduce noise from an airport that is part of such system; or furnish opportunities for enhanced competition between or among air carriers. Before imposing and using PFCs, a public agency must apply to the FAA for approval.

AIR 21 authorized eligible public agencies such as the City to impose PFCs to finance PFC-eligible projects, including the payment of debt service on indebtedness incurred to finance such projects that cannot be paid from funds reasonably expected to be available through the AIP. Funding of surface transportation or terminal projects at this level is conditioned on a finding that the public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons and aircraft gates. In addition, at Medium and Large Hub airports such as the Airport (currently categorized by the FAA as a Medium Hub airport), projects eligible for the \$4.00 or \$4.50 level of PFC funding are required to make significant contributions to improving air safety and security, increasing competition among air carriers, reducing current or anticipated congestion or reducing the impact of aviation on people living near the airport.

On December 1, 2001, the City received approval to impose PFC's at the Airport at \$4.50. Under the Pilot Program, the Private Operator would be considered a “public agency” for purposes of the PFC Program, with comparable ability to impose and use PFCs.

Traffic History

The FAA classifies the Airport as a “Medium Hub” airport, defined as including less than 1% of all domestic enplanements, and the St. Louis Lambert International Airport is the busiest airport in this category. Passenger traffic at the Airport rose 10 percent in 2016, topping out at nearly 14 million total passengers, resulting in the Airport’s best performance in eight years, when the Airport recorded 14.4 million passengers in 2008. The 12.75 million passengers which passed through the Airport in 2015 ranked 36th in the nation according to Airports Council International. The Airport averaged 6.35 million enplanements over the six-year period from 2009-2014. Below is a chart detailing O&D and Connecting Enplanements from that period.

2009 – 2014 O&D and Connecting Enplanements

Fiscal Year	O&D		Connecting		Total Enplanements
	Actual	Share	Actual	Share	
2009	5,360,716	80.2%	1,322,649	19.8%	6,683,365
2010	5,259,843	83.8%	1,016,283	16.2%	6,276,126
2011	5,341,132	86.0%	870,163	14.0%	6,211,295
2012	5,430,403	85.5%	923,188	14.5%	6,353,591
2013	5,411,319	84.7%	975,155	15.3%	6,386,474
2014	5,294,063	85.7%	883,082	14.3%	6,177,145

Source: St. Louis 2015 Official Bond Statement

Airline Operations at the Airport

The Airport is served by 10 scheduled passenger airlines (plus their regional affiliates), as well as cargo and charter operations. The Airport provides non-stop service to over 50 destinations in the United States and six international destinations.

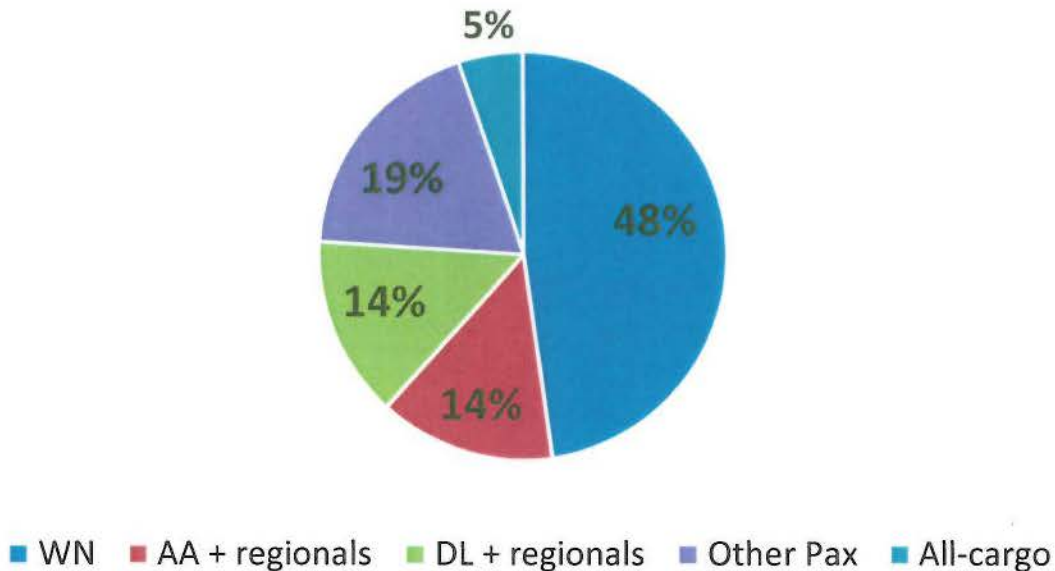
Southwest Airlines (“Southwest”) led the growth in new flights and new markets with a peak of 103 daily departures and 43 non-stop destinations in 2016. Southwest finished 2016 with a four percent growth in market share to 55 percent of enplanements. Since January 2016, Southwest added non-stop service from St. Louis to Little Rock (LIT), Des Moines (DSM), Wichita (ICT) and Oakland (OAK). Southwest also re-started non-stop service to Pittsburgh (PIT) and Cleveland (CLE), destinations that were previously discontinued by other airlines. Southwest already announced it’s expanding its flight schedule again for the summer of 2017, adding two new seasonal destinations (Charleston, SC and Pensacola, FL) and increasing daily flights to Boston, Nashville, San Diego, and Cleveland.

American Airlines and Delta Air Lines flew the next most passengers in 2016. Commercial passenger aircraft departures were up by 2.7 percent for a total of 84,227 in 2016. While some airlines have been increasing frequency of flights, others have switched to bigger aircraft to maximize seat demand to and from St. Louis.

Below is a graph depicting airline market share by landed weight at the Airport in 2014.

2014 Market Share by Landed Weight

STL Airline Shares 2014 By Landed Weight



Source: St. Louis 2015 Official Bond Statement (Note WN = Southwest Airlines)

Selective Facts Concerning St. Louis Lambert International Airport

The following selected facts regarding the Airport are provided for the background information of potential Bidders:

- In 2016, the passenger traffic through the Airport was 13,959,126 passengers.
- In 2000, the passenger traffic through the Airport was 30,558,991 passengers.
- The Airport covers 2,800 acres and has four runways.
- The Airport is located in St. Louis County and is 14 miles northwest of downtown St. Louis.
- The Airport is the largest and busiest airport in Missouri with 260 daily departures to about 70 domestic and international locations.
- The Airport was ranked as the 32nd-busiest U.S. airport by total passengers in 2015.
- The Airport has two terminals with a total of 5 concourses.



St. Louis Lambert International Airport

- The Airport is connected to MetroLink at both terminals. It provides direct service to downtown St. Louis.
- The top three destinations from the Airport are Atlanta, Georgia; Chicago O'Hare, Illinois; and Denver, Colorado.
- In 2016, a \$70 million effort to overhaul the Main Terminal was completed.

III. Legislative Framework

Federal Approvals

The proposed transaction must be approved by the Federal Aviation Administration under the Pilot Program. The Pilot Program was authorized by Title 49 USC §47134 (enacted pursuant to Section 149 of the Federal Aviation Administration Authorization of 1996 and amended by Section 155 of the Vision 100 Century of Aviation Reauthorization Act of 2003) and implementing regulatory guidance and application procedures adopted by the FAA Airport Privatization Pilot Program: Application Procedures (62 Federal Register 48693) September 16, 1997.

Under the Pilot Program, the FAA may approve the privatization of “public use” airports in the United States. The City has retained aviation counsel, The Wicks Group, PLLC, Washington, D.C., to advise on the APPP and preparation of all documents to be submitted to the FAA. The City has filed a Preliminary Application under the Pilot Program and this application has been accepted for review by the FAA. The Pilot Program permits the Private Operator to become the airport sponsor eligible to assess a Passenger Facility Charge and receive entitlement and discretionary grants under the Airport Improvement Program.

In order to qualify for the FAA Pilot Program, the Lease, the Use Agreements with the airlines, and the Operating Standards must meet the following conditions:

1. The Airport will continue to be available for public use on reasonable terms and conditions without unjust discrimination;
2. The operation of the Airport will not be interrupted if the Private Operator experiences bankruptcy or other financial difficulty;
3. The Private Operator will maintain, improve, and modernize the Airport facilities through capital investment, and will submit a plan for these actions;
4. Airport fees imposed on air carriers will not increase faster than inflation unless a higher amount is approved by at least 65 percent of the air carriers using the Airport and the air carriers having at least 65 percent of the landed weight of aircraft at the Airport;
5. The percentage of increase in fees imposed on general aviation operators will not exceed the percentage increase in fees imposed on air carriers;
6. Safety and security will be maintained at the highest possible levels;
7. Adverse effects of noise from operations at the Airport will be mitigated to the same extent as at a public airport;
8. Adverse effects on the environment from the Airport operations will be mitigated to the same extent as at a public airport; and

9. Any collective bargaining agreement that covers the Airport employees and is in effect on the date of the sale or lease of the Airport will not be abrogated by the sale or lease.

In addition to these requirements, in order for the City to participate in the Pilot Program, the FAA Administrator must find that the transfer of the Airport to the successful Team will not result in unfair and deceptive trade practices or unfair methods of competition, and that the interests of general aviation users will not be adversely affected.

As part of its application to the FAA for approval of the proposed transaction, the City and selected Private Operator will request that the FAA grant exemptions from otherwise applicable regulatory requirements, including the prohibition on use of Airport revenues for non-Airport purposes by the City and the Private Operator, and the requirement to repay Federal grant funds.

FAA approval of these exemptions is conditioned upon approval of 65 percent of the scheduled air carriers serving the Airport, determined both on the basis of landed weight and by number of carriers.

The City expects to file a Final Application with the FAA upon its selection of and jointly with the Private Operator, following completion of Lease negotiations. Upon receipt of the Final Application, the FAA will publish notice and accept public comment for a period of at least 60 days. Approval by the FAA of the Final Application and of the proposed transaction may not occur until the conclusion of this public comment period. As part of its review and in order to approve the Final Application, the FAA will require that the Private Operator satisfy applicable operating, safety, and security requirements.

City and State Approvals

The Mayor's Authority. The Mayor is the Chief Executive Office of the City of St. Louis pursuant to Article VII, Section 1 of the Charter of the City of St. Louis (the Charter) and shall exercise all executive power of the City pursuant to such provision of the Charter. Francis Slay has been duly elected Mayor, and continues to serve in this position.

The City Charter. Article I, Section 1(5) of the Charter grants to the City the power "[t]o acquire, provide for, construct, regulate and maintain and do all things relating to all kinds of public buildings, structures, markets, places, works and improvements[.]" The Missouri Supreme Court has held that an airport is a public structure. *Dysart v. City of St. Louis*, 11 S.W. 2d 1045 (Mo. banc 1928).

Article I, Section 8 of the Charter authorizes the City to acquire or dispose of real or personal property. Section 1(33) authorizes the City "[t]o do all things whatsoever expedient for promoting or maintaining the comfort, education, morals, peace, government, health, welfare, trade, commerce or manufactures of the city or its inhabitants." *Id.* Section 1(35) authorizes the City "[t]o exercise all powers granted or not prohibited to it by law or which it would be competent for this charter to enumerate."

While the Charter impliedly grants to the City the right to lease or sell the airport, it does not contain specific provisions regarding airports and thus does not expressly authorize the lease of the Airport under the APPP. Moreover, Section 18 of the Saint Louis City Ordinance would require certain local approvals and potentially place limitations on the lease of the Airport and the use of any proceeds. The power to amend the Ordinance rests with the Board of Aldermen. In effect, this means that the Mayor has the authority to enter into the transaction, subject to final approval of the Board of Aldermen. That approval can be obtained through a direct amendment of the Ordinance or via an amendment to the City's Charter, as discussed in the next section. In either case, the decision is not ripe until such time as the FAA has accepted the City's Preliminary Application and reserved a slot in the APPP, at which time the City can proceed with either of the two options. The Charter Amendment is the City's preferred method as it streamlines all of the issues into one aggregated step with a defined timetable.

Charter Amendment Expressly Authorizing the Transaction. The City's preferred method to obtain the requisite local approval is to amend the City Charter to expressly authorize the lease transaction pursuant to the APPP. The City's authority to enter into the proposed APPP transaction will be subject to and conditioned upon the successful passing of such Charter Amendment. Specifically, the City plans to draft and propose an Amendment to the Charter via a City initiative adding a new section to the Charter that would supersede the code provisions in Section 18. Such proposed Charter Amendment will:

- (1) specifically authorize the City to participate in the APPP;
- (2) specifically authorize the lease of the Airport; and
- (3) address how the revenues derived from any such sale or lease will be utilized.

Drafting. The Charter Amendment is in the process of being drafted. The language of the Charter Amendment will address the process for the Mayor to approve and enter into the lease transaction and also comply with the provisions of the APPP. This is expected to be completed within 30 days of filing the Preliminary Application.

Circulating the Charter Amendment for Signatures & Certification. Following the FAA's acceptance of the City's Preliminary Application, the initiative petitions containing the Charter Amendment will be circulated to obtain signatures of 15% of the registered voters of the City of St. Louis. This will force a special election within 90 days of the Board of Aldermen ("BOA") failing to put the Charter Amendment on the ballot in an earlier election. City Charter, Article V, Section 2. Signature gathering is expected to take no more than 90 days. Note that if the signature percentage falls between 10% and 15% then the election would occur at the next general or special election, which is currently expected to take place on either April 3, 2018 or November 8, 2018 (depending on the outcome of a ballot measure on the April 4, 2017 ballot relating to the schedule of general elections).

After the signatures are collected, the Initiative Petition will be submitted to the Board of Election Commissioners, which has ten days to certify whether the petition is sufficient. See City Charter Article V, Section 3; Article III, Section 5.

Submitting the Charter Amendment for BOA Action. After certification of sufficiency, the Board of Election Commissioners will send a notice of the certification to the Board of Aldermen. The Petition is presented to the BOA for Action at their next meeting. City Charter Article V, Section 4.

After presentation, the BOA has 60 days to act. The Board of Aldermen at this time would have the option to pass the measure, independently approve the initiative by Ordinance, or allow the special election to proceed by inaction within the 60-day period. In the latter case, the BOA would certify its failure to act during the requisite period to the Board of Election Commissioners who will then place the measure on the ballot. The measure will then appear on a special election ballot within 90 days.

Campaign in Support of the Charter Amendment, Election & Effective Date. If passed, the measure would become effective 10 days after the election. See Article V, Section 5. Upon the effective date the Mayor will be authorized to enter into and execute a long-term lease of the Airport, subject to the requirements of the Airport Privatization Program.

The entire Charter Amendment process discussed in this section is expected to require approximately 300 calendar days, which is reflected in the Indicative Timetable provided in this RFQ. During the pendency of the Charter Amendment, the Office of the Mayor plans to enter into the public tender process (this RFQ followed by RFP) to select a private sector operator, as set forth elsewhere in this RFQ, pursuant to the Mayor's powers under the existing Charter.

IV. Bidder Qualification Requirements and Evaluation Criteria

This RFQ is open to prospective Bidders capable of meeting the requirements highlighted in this section and detailed further in Section VI. Upon receipt, all RFQ submissions will be reviewed for completeness in accordance with the submission requirements highlighted in Section VI of this RFQ. At the end of this completeness review, the City and its advisors will assess each Team's qualifications in the areas of (i) technical capability and (ii) financial capability. There will be no restriction as to the number of Teams that may qualify to bid on the Lease. The City may, in its sole discretion, allow changes in the composition of a Team if the Team is comprised of more than one entity (e.g., joint venture, partnership, etc.).

Technical Capability

The evaluation of technical capabilities will consider whether the RFQ submission adequately responds to the technical capability requirements of the Lease with respect to the following areas of expertise:

- Airport operations, development, maintenance, and route development;
- Safety and security / management of critical pieces of transport infrastructure;
- Airline and passenger customer service; and
- Experience of working with government authorities.

The winning Bidder must obtain an Airport Operating Certificate from the FAA to operate the Airport and must satisfy all applicable regulatory requirements, including those of the Transportation Security Administration (the "TSA") relating to airport safety and security.

Financial Capability

Proposers shall provide a summary (of not more than 10 pages) of their commercial and professional strength to undertake this project, including the following:

- Evidence of their current financial ability to meet the financial obligations that would be required to become the Private Operator of the Airport, including taking over the capital improvement plan for the Airport;
- Evidence of their current technical and professional ability to undertake the project; and
- Evidence of no current or pending material claims, litigation or the equivalent that would adversely impact their ability to undertake the project.

V. RFQ Submission Requirements and Procedure**RFQ Submission Requirements**

Prospective Bidders that anticipate responding to this RFQ shall so indicate as soon as possible by providing contact information via e-mail to the contact persons listed in the following paragraph. RFQ submissions should comply with the format provided under “Format and Required Information for RFQ Submission” below. Additional information not specifically related to the Lease or this RFQ should not be included. The City will not be accepting questions or requests for information regarding this RFQ, given that much more information will be provided during the RFP stage.

City Counselor

Michael Garvin
1200 Market Street
City Hall, Room 314
St. Louis, MO 63103
314-622-3361
garvinm@stlouis-mo.gov

Aviation Counsel to the City

Glenn P. Wicks & Michael Fleming
The Wicks Group, PLLC
733 10th Street, NW,
Suite 3002
Washington, D.C. 20001
202-457-7790
mfleming@wicks-group.com

The City may request additional information or clarifications from any, some or all prospective Bidders at any time.

No Liability for Costs

The City and its advisors are not responsible for costs or damages incurred by Bidders, Teams, Team Members, subcontractors, or other interested parties in connection with the solicitation process, including but not limited to costs associated with preparing responses, qualifications, and proposals and of participating in any conferences, oral presentations, or negotiations.

Format and Required Information for RFQ Submission

All RFQ submissions should follow the format outlined below. All submissions should be no more than 30 pages (excluding attachments):

- A. Cover Page (to include identification of all Team Members)
- B. Table of Contents
- C. Executive Summary (2 pages maximum)
- D. Strategic Rationale / Investment Criteria
- E. Overview of Prospective Bidder

1. **Description of Bidder:** Provide a description of the Team, including a description of all Team Members and the anticipated legal relationship (governance and shareholder structure) among the Team Members (e.g., partners, shareholders, client-consultants, etc.) as appropriate.
2. **Roles of Team Members and Key Personnel:** Briefly outline the roles of the Team Members and key personnel. In doing so, please address expertise in airport operations, development, maintenance, route development, safety and security, customer service, and government relations.
3. **Citizenship of Team Members:** Provide the citizenship of the private operator and all Team Member, and percentage of interest of each such member.
4. **Contact Person:** Provide a single contact person for all future communication between the City, its advisors and the Team. Please identify the contact person's name, title, organization, address, telephone number, fax number, and email address.
5. **Controlling Interest:** Identify the individuals or companies who hold a major or controlling interest in each Team Member.
6. **Expected Advisors:** Identify the companies and individuals who are expected to act as legal, financial, or other advisors for the Team.
7. **Comparable Projects:** Provide a list of comparable projects in which Team Members have participated. Bidders should specify how these comparable projects relate to the proposed Lease.
8. **References:** Provide a list of Team Member references. These references should be able to describe the relevant qualifications and capabilities of Team Members who would take a leading role in the operation, maintenance, and development of the Airport.
9. **Disclosure of Conflicts:** List any dealings with the City of St. Louis, its employees and elected representatives, as well as any airlines operating at the Airport, suppliers of goods or services to the Airport and other U.S. airports.

F. Technical Capability

Teams should address the following areas with respect to technical capability:

1. **Operations and Maintenance Expertise:** Teams must provide evidence demonstrating their ability to operate and maintain a project of this nature and scope. Specifically, the Team should have:
 - a. Substantial international hub airport operation and maintenance experience;
 - b. Advanced knowledge of terminal, runway and associated facilities, maintenance,

repair, construction and practical application of equipment and materials associated with airport operations, as well as a demonstrated understanding in aging behavior of terminal, runway and associated facilities to assess and determine the necessity for remedial maintenance action;

- c. Familiarity with FAA operator certification standards and procedures, airport operations, construction, and maintenance standards; and
 - d. Experience with facilitating airport growth via route development and marketing.
2. **Customer Service:** Teams must demonstrate their commitment to achieving the highest standards of customer service and satisfaction. Specifically, the Team must highlight their experience and qualifications in the following areas:
- a. Maintaining productive ongoing relationships with government entities, similar to the relationship that the winning Bidder will have with the City; and
 - b. Providing excellent customer service to the traveling public.
3. **Safety and Security:** Teams must demonstrate their ability to address and resolve safety and security issues. Specifically, the Team should have:
- a. Knowledge of airport safety and security management and methodologies, including TSA security plan approval process;
 - b. Experience in emergency response support; and
 - c. Background in relevant traffic engineering standards, specifications, policies, practices, and processes.

G. Financial Capability

Teams should address the following areas with respect to financial capability:

1. **Financial Capacity to Pay Purchase Price and Maintain the Airport:** Teams must demonstrate their financial capacity to pay the equity portion of the purchase price and to maintain the Airport for the term of the Lease. To demonstrate sufficient financial capacity, Team Members must provide copies of audited financial statements for the past three years, together with any other relevant financial information. If audited financial statements cannot be provided, Team Members should provide enough financial information to demonstrate that they have the financial resources to successfully execute a project of this nature and scope. Financial factors which will be assessed include:
- a. Adequacy of equity;
 - b. Profitability and credit rating;

- c. Debt/capitalization and interest coverage ratios;
 - d. Demands from outside projects; and
 - e. Consortium shareholder agreements.
2. **Ability to Raise Financing:** Teams must provide specific evidence demonstrating their proven ability to raise financing for a project of this nature and scope. Specific factors that will be assessed include:
- a. Track record of raising debt for similar projects;
 - b. Proposed acquisition structuring and robustness; and
 - c. Level of commitment shown by the project sponsors.

H. Acknowledgements

Teams must acknowledge and affirm that they will comply with all applicable St. Louis City Ordinances and Missouri State Law. Teams must also provide the following specific acknowledgements:

- 1. **MBE/WBE Requirement:** Pursuant to the Mayor's Executive Order 28, as amended by Executive Order 51, all responses must acknowledge and affirm that they shall seek, through good-faith efforts, the involvement of MBE's and WBE's with a goal of participation of at least 25% and 5%, respectively, for the project.
- 2. **Living Wage Ordinance:** The City of St. Louis has enacted a living wage ordinance, Ordinance No. 65597. All responses must acknowledge and affirm that they will comply with the living wage ordinance.
- 3. **Minimum Wage Ordinance:** The City of St. Louis has enacted a minimum wage ordinance, Ordinance No. 70078. All responses must acknowledge and affirm that they will comply with the minimum wage ordinance.
- 4. **Employment of Unauthorized (Illegal) Aliens:** Pursuant to §§ 285.525-285.555 of the Missouri Revised Statutes, all responses must acknowledge and affirm that they will comply with the prohibition on the employment of Unauthorized (Illegal) Alien Employees.

RFQ Submission Instructions

Ten copies of the RFQ submission (including 10 copies of all attachments) should be delivered to the address shown below no later than 5 P.M. Central Time on _____, 2017.



Address for Delivery of Hard Copies

City of St. Louis
Office of the Mayor
1200 Market Street
City Hall, Room 200
St. Louis, Missouri 63103

The City may determine in its discretion whether to accept any responses that are not received by the date and time set forth in this paragraph.

In addition to the ten copies described above, an electronic copy must be submitted concurrently via electronic mail. RFQ submissions may not be submitted via facsimile machine. Deliver RFQ submissions electronically to:

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VI. Attachment A: Airport Financial Statements

Financial Statements for the Airport, currently being provided as part of the Preliminary Application, will be included in the published Request for Qualifications.